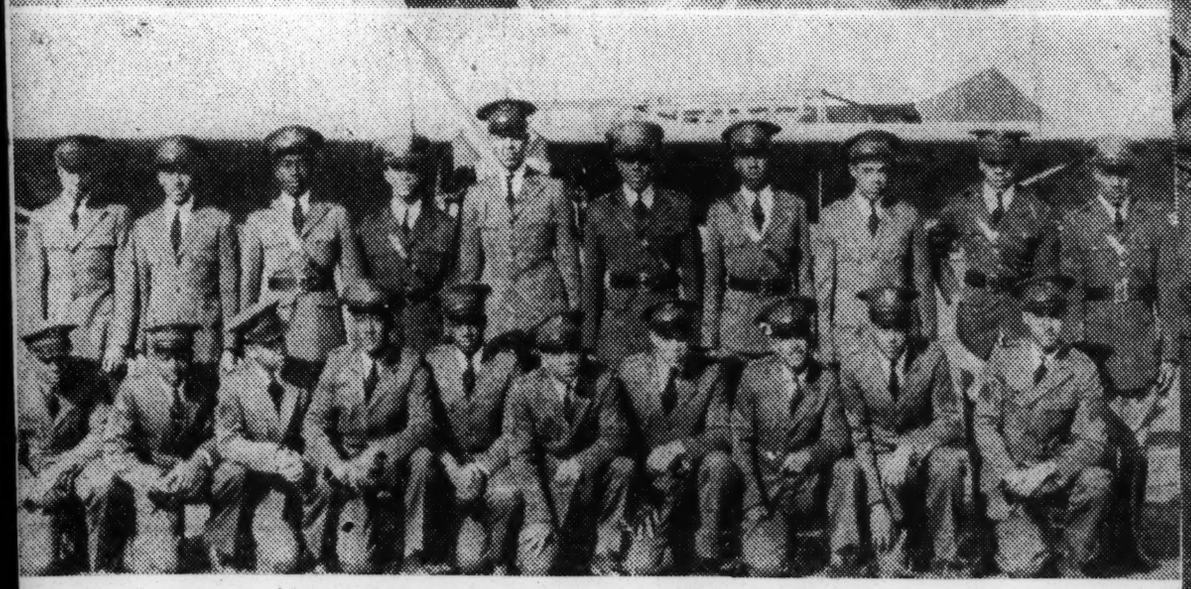
AVIATION - 1940

Newport News, Va. Press
January 7, 1940



HAMPTON STUDENTS TAKE TO WINGS IN GOVERNMENT PROGRAM

The new student-pilot-training program sponsored by the civil aeronautics authority as an adjunct to the national defense is in full swing at Hampton institute, where a large group of Negro boys are taking the course. At upper left Charles W. Barclay, head of Aviation Service, Inc., and one of the instructors, is showing Charles Byrd (in the cockpit) how to make a steep bank. At upper right George L. Frank (at left), supervising instructor of Hampton institute, points out to a group of students various features of the airplane engine that is being used for instruction in the course. Members of the student flight group are seen at lower left—left to right, first row: Robert A. Rice, Allen Akins, C. G. Southall, Eldridge Woody, Willie Ashley, Alfred Martin, Allison Waldon, Peter Fuller, Walter Lawson, and Bailey W. Jackson; second row: John Dade, Douglas Griffin, Philip Lee, Charles DeBow, Andrew Maples, Graham Mitchell, Roscoe Draper, W. R. Thompson, Charles Byrd, and Milton Hill. (Daily Press staff photos.)

Five Hampton "Chillun Got Wings"

THE FIRST COLORED youths under the C. A. A. government training program to solo are five Hampton students. After meeting the minimum training requirements of eight hours instruction, the boys were put on their own to prove their ability.

Full of confidence and without the slightest mishap each boy proved himself an efficient pilot by taking off alone and making several flights around the Newport News airport.

These students were given a pair of wings, symbolic of their achievement, when they completed their solo flight.

Reading from left to right, they are: Walter Lawson, Newtown, Va.; William R. Thompson, Pittsburgh, Pa.; Roscoe Draper, Haverford, Pa.; Allison Walden, Franklin, Va.; Alfred Martin, New York City.

HOWARD AVIATION STUDENTS TAKE INITIAL FLIGHTS

Ten CAA Pupils Into Air; C. A. Anderson is Instructor-in-Charge

Howard University aviation students being trained under the Civil Aeronautics program began their first actual lessons in the air Friday, at the Hyhla Valley Airport in nearby Virginia.

Ten students are taking the course at Howard, which required ground lessons first. C. Alfred Anderson, flight instructor and one of the few Negro commercial pilots, was in charge of Friday's flights. A Taylor cub monoplane was used.

Darnley E. Howard and Addison E. Richmond, professors of mechanical and civil engineering, respectively, at Howard, are ground school instructors.

List Students

The following students will receive the flight training: Yancey Williams, Elmer D. Jones, John H. Hurd, George W. Miner, Vernon M. Bailey, Robert W. Briggs, William Taylor, Joseph Dixon, John S. Perry and Andrew D. Turner.

Alternates are Spann Watson, Edward M. Jenkins and Joseph Rollins.

The CAA program at Howard was initiated several months ago in conjunction with the national civil aviation program in which approximately 20,000 pilots will be trained each year in colored and white schools the country over.

Ground courses consist of lessons dealing with the history of aviation, theory of flight, air traffic rules and regulations, navigation, meterology and instruments.

Chicago To Have Two Air Schools

CHICAGO—(ANP)—Two schools of aviation, one offering a civilian training course at Harlem airport the other a course in basic and ground training at the Wendell Phillips high school, will be established here in the near future according to reports last week.

These air training courses for the preparation of colored pilots are the first of the kind to be launched in the training program wholly under Negro supervision. Willa Brown, secretary of the National Airmen's association, is expected to be instructor in ground training, and Cornelius Coffey, air instructor.

The non-college unit may be limited to Chicago boys and girls, but the demonstration project will probably be open to youth from all sections of the country. The demonstration project will be supervised by H. S. Darr, white director of the Chicago School of Aeronautics, one of the schools designated for the training of army pilots.

Harlem Mystified For Stewardesses C

iews for Girls to Work on es to Name Firm He Repre- ials Also Decline to Talk.

Harlemites this week sought ner mystifying project which Negro girls as stewardesses ed transcontinental airline.

The project was revealed to the community when a room was set aside in the Harlem Y. W. C. A last week for interviews with possible candidates for the position.

The interviews were conducted by a white man who identified himself as a representative of one of the large airlines but who, according to Mrs. McBelle Williams, Y. W. C. A. official, pledged "Y" executives to secrecy on his own name and that of his company.

According to scanty information given out, the airline plans to select and train approximately 30 colored girls for their duties. Interviews were given to and applications accepted from more than 100 young women, it was learned.

The project became more mystifying however when it was learned that the applicants were not required to be registered nurses, a basic requisite for all airlines in the employment of hostesses. The girls were told that they would be given a rigid period of training, and that their uniforms would be deducted from their first month's salary after employment.

2 Aviators Get Chicago Trophy

CHICAGO (ANP)—Dale L. White and Chauncey E. Spencer, youthful aviators, received the Dwight Green trophy last week at the conclusion of the second annual air conference of the National Airmen's association in Chicago. The trophy, given for the most distinguished contribution to aviation in 1939, was awarded to White and Spencer for a 3,000 mile air tour made by them under the joint sponsorship of the National Airman's association and the Chicago Defender.

Donated by Dwight H. Green, Republican candidate for governor of Illinois and former World War aviator, awarding of the trophy was instituted in 1938, and was awarded to Dr. A. Porter Davis of Kansas City for that year.

White, who is an ace mechanic, and Spencer, who entered the field of aviation via the parachute jumping route, attracted considerable attention to the Negro in aviation during their flight.

AVIATION-1940

Finns Irked At His Wearing Of Uniform

Daily World 7-14-40 Atlanta, Ga.

Just how and when the inimitable Col. Hubert Julian acquired the Finnish uniform of an aviation captain remains a mystery, following the Harlem Eagle's arrival in America last week from Helsinki sporting the natty outfit, which he says was given him after his appointment to the Finnish Air Force. The appointment is disputed by Finland's ambassador at Washington, who has ordered the uniform surrendered to the legation at Washington. The "colonel," an experienced internationalist, is now in Washington trying to straighten the matter out. He made the trip to "help" Finland after that country had made peace with Russia.

Course To Be Opened Without Restriction

CHICAGO—(ANP)—The second three-month session of the non-collegiate pilot training courses conducted by the National Airmen's association will begin Aug. 5, it was announced this week by Willa B. Brown, CAA director of flight training.

The course covers the subjects of history of aviation, civil air regulations, navigation, meteorology, parachutes, aircraft and theory of flight, engines, instruments, and radio uses and forms. The school is open without restriction to those who desire to take the ground school course, but who are not desirous of competing for flight scholarships.

Those enrollees who desire to compete for flight scholarships must meet the following requirements:

1. They must have attained their 18th but not their 26th birthday by July 1, 1940;
2. They must be citizens of the United States;
3. They must be legal residents of the state in which they enroll and compete for training;
4. They must possess student pilot certificates of commercial CPT grade;
5. They must not be enrolled in an institution of higher learning.

Women may compete for these scholarships. The only payment which competitors shall make is the physical examination fee of $6, which will be refunded to those competitors who are awarded flight scholarships at the completion of the ground school. The physical examination fee will not be refunded to those who are not selected for flight scholarships.

Thirty CAA students are in flight training now at the Harlem airport under the instruction of Cornelius R. Coffey and Lewis A. Jackson.

Students enrolling in the ground school now and winning flight scholarships will commence flight training approximately Nov. 1, 1940, when the 30 students now in flight training complete their controlled preliminary course and pass on into the secondary stage which is the equivalent of the primary stage in the military service.

All persons interested in enrolling in this air pilots' school should apply immediately at the Wendell Phillips school.

ESTABLISH RECORD IN AVIATION

Courier 7-20-40

17 Tuskegee Students Make Remarkable Grades—Show All They Need Is a Chance.

TUSKEGEE, Ala., July 18—An enviable flying record has just been completed by 17 young aviation enthusiasts at Tuskegee Institute. Their average in ground and flight tests was 88. One flyer scored 100 on regulations and 92 on navigation and meteorology, and an average of 98 was marked up for another. The remarkable grades were made by the students despite the fact that trees and other land obstacles on their flying field made it necessary that all landings must be the difficult "spot" landings.

DROVE 80 MILES DAILY FOR FLIGHT TRAINING

A plea was recently made before the Civil Aeronautics Authority at the national capital by George L. Washington, head of the Institute's Department of Mechanical Industries that an exception be made to the rule that in order to participate in the program for training an available airport within 10 miles.

Before arrangements could be completed for the leasing of a private field seven miles from Tuskegee, the class in flying drove 80 miles a day to and from Montgomery for flight training.

With $1,000 provided by the Institute, and the work of the students, a two-ship hangar was finally constructed on the leased property, holes were filled in, markers erected, and the field was finally accepted by the CAA. Approval of the Alabama Aeronautics Commission has since been obtained for construction of two one-half mile long, 500 feet wide runways on the Institute campus. Plans are now being formulated to attempt to raise $25,000 by private subscription for the erection of a fully equipped, adequate hangar, and development of a modern airport.

Chicago to Train More Non-Collegiate Pilots

Afro-American 7-27-40 Baltimore, Md.

(By ANP)

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Courses Open to All

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Those enrollees who desire to compete for flight scholarships must be between 18 and 26 years of age, citizens of the United States and legal residents of the State; must possess student pilot certificates of commercial CPT grade and must not be enrolled in an institution of higher learning.

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ALA. MASONS RE-ELECT CHARLES V. HENDLEY

HUNTSVILLE, Ala. — Charles V. Hendley of this town was re-elected grand master of Alabama A.F. and A. Masons at the sixty-second annual communication of the State grand lodge, attended by 700 delegates here, last week. The 1941 session will be held in Salem on the third Tuesday in July.

AVIATRIX HONORED

WILLA BROWN

Examines trophy presented her recently by the Bachelor-Benedict club of Chicago. In making the presentation at Harlem airport, where Miss Brown is instructor for a government aviation program, B. F. Jones, secretary of the club, described her as "one who has made the greatest contribution to Negro aviation."—Gushiniere photo.

CLEVELANDERS WELCOME RACE FLYERS' DERBY

Defender 8-24-40
Chicago, Ill.

Think Flight Will Aid In Encouraging Air Pilot Training

CLEVELAND. — All Cleveland Harlem several thousand strong turned out to welcome the seven Race flyers in three planes that landed at Cleveland Airport Saturday, completing the seventh leg of a flight planned to create nation-wide interest in the training of Race aviators for defense purposes.

After the flyers landed having been met by several representatives of the Colored Chamber of Commerce, the procession moved to the city hall where they were to be welcomed by a citizens committee, headed by Mayor Harold H. Burton. But arriving several hours late from Chicago, the reception was unable to wait. However, the visitors were escorted to the Phillis Wheatley association where a hearty welcome was extended to them in a well planned reception.

Following the reception at the Phillis Wheatley they were taken to the Cedar Country club. Here they were highly entertained at a specially arranged program, including a floor show.

Members of the Colored Chamber of Commerce, Dr. Veo Beck, president, were the hosts. Sunday afternoon at 3 the guests were given a rousing welcome by thousands of citizens from all walks of life at the Community church.

On Sunday night, King Tutt Lodge, No. 389, IBPOEW, entertained the aviators with a cabaret party at the Elks home. Dr. H. W. Hunter exalted ruler; Henry L. Williams, secretary; Hon. Perry B. Jackson, state president of the Elks, and other Elk officers were on the welcoming committee with those of the chamber.

"In connection with President Roosevelt's defense plan," said H. B. Brady, of Galveston, Texas, one of the flyers and secretary-manager of the Texas Consolidated Airmen and Aircraft association, which is sponsoring the flight, "We feel that Negroes ought to be given more opportunities to become flight pilots."

B. J. Strode, leader in the flight and president of the association, stated that this country has six Negro aviation schools. "We hope," Mr. Strode said, "that the Civil Aeronautics Authority will see fit to set up such a school in every state with a large Negro population. We also hope to see the formation of a Negro air corps in the United States Army."

Other members of the flying party are: Charles Johnson and William Paris, licensed aviators of Chicago; Compton Taylor of Galveston, a student pilot, and Miss Janet Harman Waterford and Mrs. Marietta Ward, both of Chicago. The aviators were to leave Cleveland for New York for a special day at the World's Fair.

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AVIATION- 1940

Hampton's Sole Bird Woman

ONLY GIRL STUDENT enrolled in the CAA flying course a Hampton Institute is charming Miss Laura Mason, of Roanoke, Va She is a senior in the school of business and already has more than four hours of dual instruction flying to her credit. Miss Mason enrolled for the course in February.

Tuskegee Pilots Make Best Records

TUSKEGEE—(A N P)—With the aeronautical students of Tuskegee institute making the best record of any school in the nation where non-military flying instruction is given, a drive to raise $22,900 for an airport at the institution is soon to be launched.

Originally the Tuskegee quota was set at 20 students. In some manner 21 were allowed to enroll. But despite the extra enrollee, when a ground examination was given on March 25 by CAA Inspector Wiggs in meteorology, civil air regulations and air navigation, the students passed 100 percent. It was the first time in this area composed of seven states that all enrollees passed the first examination. The average grade was 88, and according to government ratings, this is the country's top record.

Training has been undertaken under a handicap, according to G. L. Washington, director of the program. Under CAA regulations, training must take place on an approved airfield within 10 miles of the college. Closest facilities available for Tuskegee trainees were at the Montgomery Municipal airport, 80 miles away. The government considered it impractical to transport students that far daily, but Tuskegee officials were successful in getting an exception made although a similar request by Alabama Polytechnic institute, white, located at Auburn, had been refused.

In order to expand flight training and qualify for advanced training, an airport must be constructed near the campus. The price for this development, according to Cullen Draper, state airport engineer, will be $22,900.

It has been proposed that the trustee board appropriate one-third of the cost immediately, the alumni association underwrite one third, and alumni and friends raise the remaining third. One or two years will be needed to finish construction, according to estimates.

ALL-COLORED UNIT MAY BE CREATED BY WAR DEPARTMENT

WASHINGTON, April 18—In the debate on the 1941 military establishment appropriation bill in the House last Thursday, Representative Everett M. Dirksen, Republican, of Illinois, asked Representative J. Buell Snyder, of Pennsylvania, chairman of the appropriations subcommittee in charge of the bill, whether his understanding was correct that the Air Corps refuses to enlist colored men for training at the Chicago Aeronautics School, Glenview, Ill.

PLAN TO TRAIN NEGRO PILOTS IN OPERATION

"Thus far there has been no occasion to enlist them," Mr. Snyder replied. "The Civil Aeronautics Authority, in conjunction with the War Department, has worked out a plan to train Negro pilots, mechanics, engineers, and so forth and has established a school near Chicago that is in operation at the present time.

"When the school has trained a sufficient number of students to warrant the creation of a special unit, I am advised that the War Department will then take such steps as may be necessary looking to the utilization of this additional trained personnel."

"Has the gentleman any idea when that will be?" Mr. Dirksen asked.

SAYS WAR DEPARTMENT HAS JOB TO FULFILL

"I should think in the very near future," Mr. Snyder said. "These civilian schools throughout the country are turning out pilots in from six months to a year. You must realize that they did not get started on this training until about six months after the bill was passed last year."

"The Civil Aeronautics Authority has done its duty in designating the schools," Mr. Dirksen commented. "It occurs to me that it is the War Department's duty to articulate that program."

Tuskegee's Flight Students Make Nation's Best Showing

Special Consideration Granted by Civil Aeronautics Authority on Facilities—To Launch $22,900 Drive for Airport at School.

TUSKEGEE, Ala., April 25 — (ANP)—With the aeronautical students of Tuskgee institute making the best record of any school in the nation where non-military flying instruction is given, a drive to raise $22,900 for an airport at the institution is soon to be launched.

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COLORED STU ENTS RANK HIGH IN CAA

Mackie J. Caldwell, (colored) son of Henry and Lila Caldwell, is a member of the Civil Aeronautics Authority unit at Tuskegee Insitute.

According to a recent announcement by an official of the Civil Aeronautics Authority, Tuskegee students enrolled in the Civilian Training program set a record of attainment in the examinations given in Civil Air regulations and navigation. The marks made by the Tuskegee students surpassed those made by students in the colleges of the entire region which includes seven Southern states. The average of the class was 88. The training program consists of elementary work in take-offs, landings, spins, making of figures, etc.

Mackie J. Caldwell is one of the students who is receiving this training.

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DICTATES POLICY OF TRAINING SHOPS IN SEATTLE, EXEC SAYS

Aeronautical Mechanics Union Makes Placement of All Boys, but Schools Don't Accept Race Youths.

By TED WOOD
Staff Correspondent

SEATTLE, Wash., May 30—The discriminatory policy of the Aeronautic Mechanics Union Local 751 is felt in the Seattle public system, according to Worth McClure, superintendent of schools. As the exclusive bargaining agency for the Boeing Aircraft Company the Aeronautic Mechanics union automatically prevents the training of Negroes in the school machine shops by refusing to admit members of the Race to the union, which action prevents the eventual placement of Negroes in aircraft employment, according to McClure.

During a conference with Bernard E. Squires, executive secretary of the Seattle Urban League, the school superintendent acknowledged that Race youths are not trained for aircraft manufacture because local 751 of the union makes placement of all boys trained in the shops and has warned against the training of Negroes. McClure also said the training shops are operating to full capacity preparing youths for placement at the Boeing plant.

The conference between Squires and McClure, though held some time ago, was not disclosed until Thursday when a Courier reporter, following a checkup on the call for boys in all schools here, called on the Urban League secretary, relative to the possibility of training Race boys in the school shops. Squires admitted that the influence of the unions is tantamount to outright discrimination in the schools, but said "there is very little that can be done about the matter."

McClure held a conference with boys advisors from all Seattle public schools Wednesday for recommendations for youths eligible for training for the aircraft company. According to advisor Cunningham of the Garfield high school, no recommendations of Race youths are accepted.

Meanwhile, construction work was begun at the Boeing plant for the expansion of its factory to fill a $23,000,000 government order for planes as a result of President Roosevelt's call for 50,000 planes. This government order will result in the employment of 3000 additional men at the plant, according to Boeing officials.

300,000 Men Required for 50,000 Planes

Full Strength Pursuit Squadron Urged for Our Flyers

By JAMES L. H. PECK
ANP Aviation Editor
(Author of "Armies with Wings")

President Roosevelt's message to Congress calling for 50,000 airplanes means the training of 70,000 commissioned officers and 235,000 enlisted men in the air service.

The office of the Chief of Air Corps has already given the go ahead signal for 7,000 pilot officers and 14,000 enlisted men.

Great Opportunity

I see in this the greatest opportunity for the inclusion of colored flying cadets and mechanics in U.S. services that has ever happened.

Would it be importunate of us to demand with all available means and medium, that at least one colored squadron be established during the air corps expansion? Of the probable 50,000 new pilots to be trained can we not secure thirty-nine pilot officers?

Of the probable 150,000 to 000 non-com. and enlisted air ps personnel, cannot we have 3? This is both a challenge nd a plea to all progressive peo- ple and organizations in this greatest of all democracies. The opportunity is here!

Six and a Half Men Per Plane

Every plane in the air represents six and one half men and officers to fly and service it.

A complex bomber may be built, tested and readied for combat in seven days, but it takes months to train the pilots.

Seven of Eight Applicants Fail

Seven out of eight men who try to enlist in the air service as pilots, 75 per cent of all applicants, can't qualify physically and half of the remainder flunk their courses.

Twenty-eight Ships in Squadron

A full strength pursuit squadron, consisting of twenty-eight planes, and an airdome large enough to accommodate it in the manner prescribed by air corps regulations would have to include 63 master mechanics, chief mechanics, and airplane mechanics (2nd and 3rd class); 7 aircraft armorers; 5 engine mechanics; 3 instrument technicians; 3 aircraft metal workers; 7 radiomen; 4 radio technicians; 1 chief clerk; 7 administrative clerks; 5 technical clerks; 1 first sergeant; 2 stewards; 2 cooks; 23 enlisted men for miscellaneous duties—a total of 133 enlisted men, at minimum. This is an average of 4.7 enlisted men to each plane.

Eleven Officers Needed

To command this squadron and carry on administration, would be 11 officers ranging from first lieutenant to major, heading the following departments:

Personnel, operations, intelligence (G-2), material, inspection, communications, ordinance, engineering, quartermaster's section, transportation, and medical.

Still on the ground, the squadron could not take to flight without including 28 pilot-officers, ranging from second lieutenant to captain. Thus we have here 39 commissioned officers.

U.S. May Organize 3 Army Transport Units

WASHINGTON.
(By ANP)

Reports of the organization of three new motor transport units for the Army with all colored personnel excluding the officers, gained some credence here when officials admitted that there may be a possibility in this since the general increase in the army will include some 15,000 men.

Each of the units, it is said, will be composed of ninety enlisted men and three officers, attached to the quartermaster corps and duties will be similar to those of the old transportation corps units in the last war, except that each unit will have about forty-eight trucks assigned to it.

Air Pilot Training Open To All

Colonel Frank Knox announcement that the project for training a large number of volunteer military air pilots, which President Roosevelt has appointed him to direct, "will be democratically thrown open to all young Americans who qualify by temperament, physique and mentality to become good combat pilots" is hailed by Thomas Wallace Swann, veteran newspaperman, as "the dawn of a right beginning." Col. Knox is owner and publisher of the Chicago Daily News.

"The announcement that President Roosevelt has designated Colonel Knox to head the project for training large numbers of volunteer military air pilots meets with almost unanimous acclaim," Swann told the TRIBUNE yesterday.

"Among the chief merits of the new plan is the opportunities it will give confirmed young enthusiasts, who have previously been unable to afford the expense."

"Those who have the great good fortune to know Colonel Knox realize that he is a man who says what he means—and means what he says. Thus we look forward with confidence to witness members of our group up there in the sky—getting themselves correctly prepared for this new method of warfare. Much as we hate war and all of its habiliments, yet we are Americans. Our duty is to live for America—to die for her, if necessary! For America represents the progress of the past. Because of this she must bravely meet the peril of the present—for a future yet unborn!" Swann concluded.

Holders Can Fly Plane Of 1,300 Pounds

Complete Rigid Test In Ground, Flight Courses

HAMPTON INSTITUTE, Va.—Three students have been awarded the first private pilot licenses granted to Negroes under the Civilian Pilot Training program.

Passing the tests were Jerrold D. Griffin, Philadelphia; Roscoe Draper, Haverford, Pa.; and Walter Lawson, Newton, near Hampton.

The license entitles the holder to fly a land plane not exceeding 1,300 pounds in weight. It expires in a year, and may be renewed by 15 hours of solo flight.

Award of the license signifies successful completion of a 72-hour ground-school course, and a 35 to 50-hour flight course. Ground school course includes instruction in meterology, navigation, primary flight maneuvers, and civil air regulations.

Hampton Institute was one of several Negro schools selected for the training of civilian pilots in an effort to boost the number of pilots in the country. Congress appropriated funds for this purpose under the Civil Aeronautics Authority.

The flying instructors at Hampton are Charles W. Barclay, president of Aviation Service Inc., of Newport News, and W. H. Seamons. The ground course is handled by W. E. Carter, head of the institute trade school, and John Frank of the faculty.

Hamptonites Get Pilot Licenses

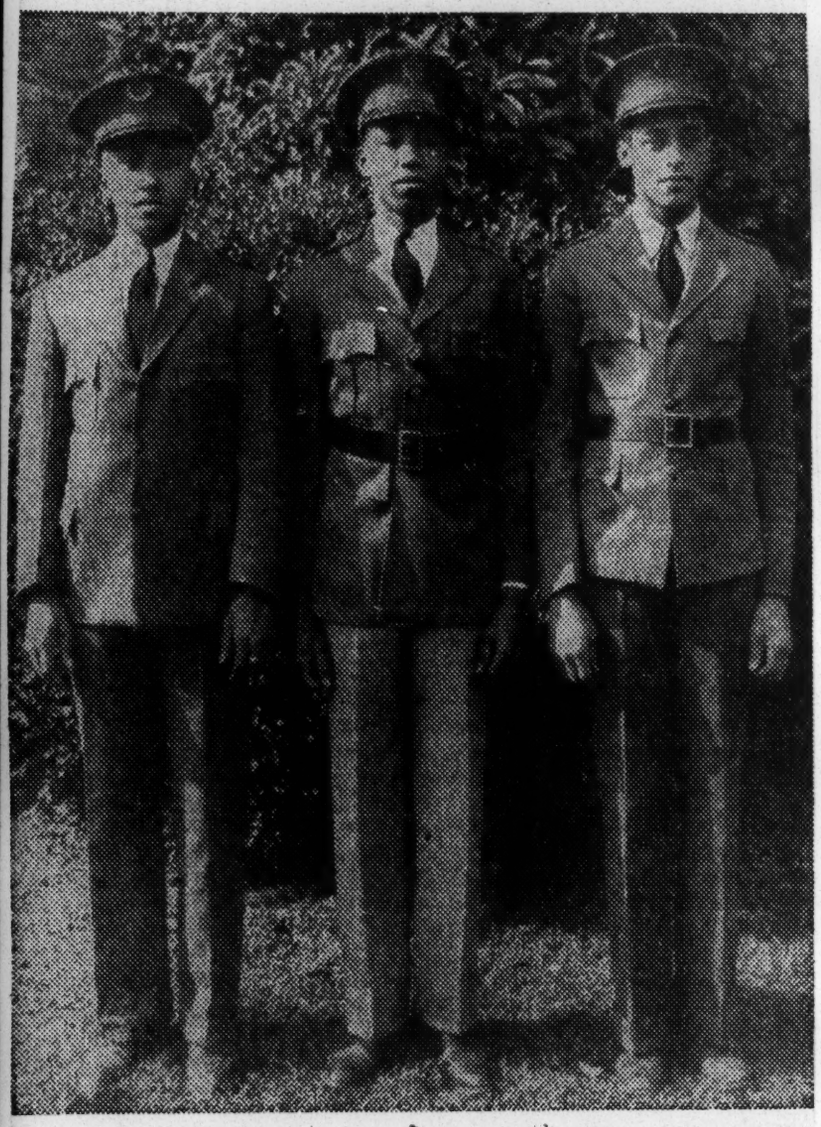
HAMPTON INSTITUTE, Va.—The first private pilot licenses granted youths under the civilian pilot training program were obtained recently by three Hampton Institute students.

They are: Jerrold D. Griffin of Philadelphia; Roscoe Draper, Haverford, Pa., and Walter Lawson, Newton, Va.

The private pilot's license entitles the holder to fly a land plane not exceeding 1300 pounds in weight. The license expires in a year, but may be renewed by fifteen hours of solo flight.

Possession of this license indicates successful completion of a 72-hour ground-school course and a 35 to 50-hour flight course. The ground school course includes instruction in meterology, navigation, primary flight maneuvers, and civil air regulations.

FIRST TO BE LICENSED



The first private pilot licenses granted to Negroes under the Civilian Pilot Training program were obtained by three Hampton Institute students, Hampton, Va., Wednesday, May 8. The students are: Jerrold D. Griffin, Philadelphia, Pa.; Roscoe Draper, Haverford, Pa. and Walter Lawson, Newtown, Va. The private pilot's license entitles the holder to fly a land plane not exceeding 1,300 pounds in weight. The license expires in a year, but may be renewed by 15 hours of solo flight.

Hampton To Offer CAA Pilot Training In Summer Months

HAMPTON INSTITUTE, Va.—Cooperating with the national government through the Civil Aeronautics Authority, Hampton Institute is offering courses in aviation during the summer 1940, thus affording unusual opportunities for Negro youth to qualify as civilian pilots.

Briefly these courses will cover ten weeks of intensive instruction in the ground and flying operations of aviation, and individuals successfully completing the course will be awarded a civilian pilots license. In order to be eligible the individual must have completed all freshman subjects in a college of recognized standing and pass the necessary physical examination.

The present cost to the student is only $91, whereas such a course would ordinarily cost approximately $500. It should be noted also that the $91 covers registration, room and board for ten weeks and all incidental fees.

The course begins July 1 and ends September 7, 1940. The enrollment is limited to thirty students, and those desiring admission should apply at once to William M. Cooper, director of the summer school, for necessary application blanks.

urged to communicate with J. C. Evans, director of the division of trade and technical education at the college.

Douglas Aircraft Has Negro Expert

Los Angeles, Calif.—Joseph Dunning has been employed by the Douglas Aircraft Co. as an expert engineer on Stress Analysis it was learned last week. This is the first known move to recognize qualified Negroes in the airplane industry.

Indicating a possible error in statements made by leading race organizations throughout the nation last week, was the announcement yesterday that Joseph Dunning, young Negro of 1650 W. 36th Street, has been employed as an engineer on stress analysis at the Douglas Aircraft plant. Dunning's employment marks the first known move by plane manufacturers to recognize qualified Negro workers. Contrary to the view taken last week that "rigid discrimination" in war industries would deny Negroes from equal participation in benefits of preparedness spending, experts pointed out here that "the very magnitude" of the defense building program will open the employment flood gates for all qualified U. S. engineers and skilled labor.

(Campaigns to seek legislation prohibiting job discrimination against Negroes in plants manufacturing airplanes and other armaments before final passage of the appropriations were underway this week.)

Seek $1,000,000 For Airports to Train Negro Pilots

The first fruits of the United Government Employes drive directed by Edgar G. Brown, a $1,000,000 appropriation to provide airports immediately for use and training of Negro air pilots at Tuskegee Institute, the Harlem Air Port in Chicago and other locations came this week as the result of favorable action of the Senate and House Conferees in H. R. 10539.

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The conference report authorized $40,000,000 for 250 landing areas throughout the country and administrative expenses.

Secretary of War Stinson, Secretary of Navy Knox, Secretary of Commerce, Jones and Colonel Donald H. Connoly, Administrator of the CAA will be interviewed next week by a delegation headed by Mr. Brown and several other government officials to insist that at least a million dollars of this appropriation of $40,000,000 be made available now to guarantee equal air fields and facilities for Negroes as authorized by the Schwartz Admendment, the Selective Draft law and the Civil Aeronautics legislation.

All of these contain clauses prohibiting discrimination on account of race, creed or color, in the development and prosecution of the Civil and Military air pilot expansion program.

Senator Carl Hayden (Dem) Arizona, ranking member of the Appropriations Conferees, in an interview with Mr. Brown stated, "the legislation is wide-open and there is nothing in it to keep your program from being carried out."

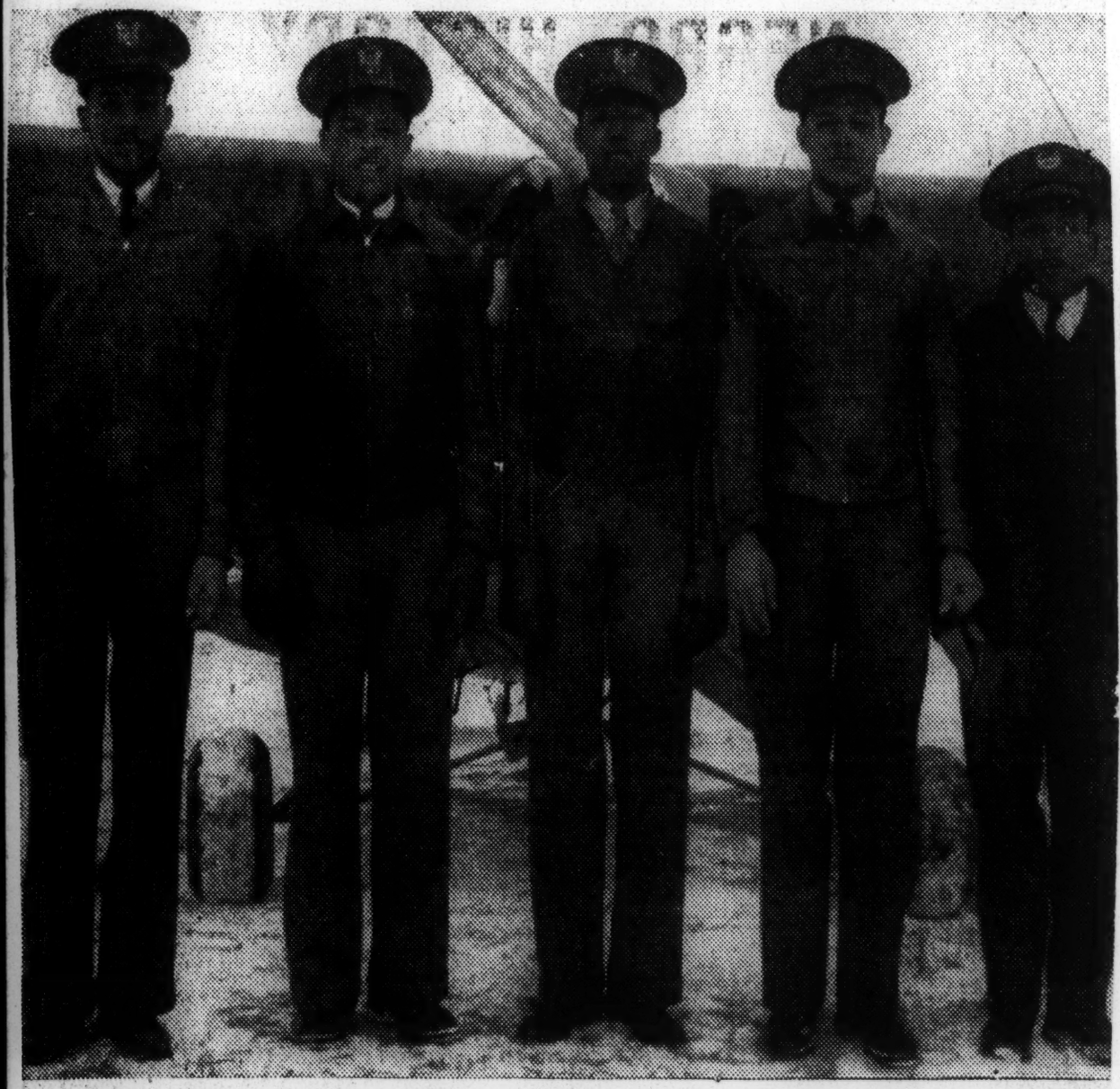
Senator Hayden has taken the leadership in urging the Secretary of War, Secretary of Navy and Secretary of Commerce in providing sufficient funds to provide air fields and other facilities for use in the National Defense Program to train Negro air pilots.

Senator H. H. Schwartz (Dem) Wyoming, Senator Sherman Minton (Dem) Indiana, Senator John G. Townsend Jr., (Rep) Delaware, Congressman George W. Johnson (Dem) West Virginia, Congressman W. P. Lambertson (Rep) Kansas and Congressman Louis Ludlow, another conferee in this measure, will back the demand of the United Government Employees in its effort to expedite a conferee on this legislation. Con-action on the part of the members of the President's Cabinet, who met O'Neal (Dem) Kentucky, Con-gressman Pennsylvania. Congressman Em-make up the board to authorize

OCT 12 1940

AVIATION- 1940

FIRST NEGROES TO SOLO UNDER CAA PROGRAM



The first Negroes under the Civilian Aeronautics Authority Student Training program to make solo flights are five students of Hampton Institute, Va. After meeting the minimum training requirements of eight hours instruction, the boys were given the chance to prove their ability. Without the slightest mishap each one proved himself an efficient pilot by taking off alone and making several flights around the Newport News airport. In order of their solo flights they are: Walter Lawson, Newtown, Va.; William R. Thompson, Pittsburgh, Va.; Roscoe Draper, Haverford, Pa.; Alfred Martin, New York City, and Allison Walden, Franklin, Va.

Aeronautics

By JAMES W. DOUGLAS, JR.

Several weeks ago your columnist and C. Alfred Anderson stood before Charles K. Brown, secretary of the Washington Chamber of Commerce, and asked him to give us a few minutes before the members of his organization at their next meeting.

It was our intention to talk with these men in reference to sponsoring some aeronautical event, in which local colored men and women would be given a chance for the first time in the history of Washington to participate in an air event and possibly be the winners of a cash purse.

Mr. Brown graciously consented to give us those few minutes which have made history. I was unable to attend the meeting, but Mr. Anderson and several other members of the Washington Airmen's Club were present. Mr. Anderson gave the board a verbal description of existing conditions as they concerned our people in this great and impressive industry.

He stated that Lindbergh flew the ocean not only because he wanted to, but because $25,000 was waiting for the first one to cross it alone. Why not offer some colored man or woman the chance to also win a substantial amount of money in some aeronautical event? This was Mr. Anderson's thought as he talked to these men.

Tuesday of this week, Mr. Brown told Mr. Anderson that his organization had decided to sponsor the proposed air meet in the spring of this year. Final plans have not been completed, however, keep tuned to this column.

I think that this particular time is the time for me to tell my readers more of C. Alfred Anderson, for ten years the leading pilot of the race.

I will not write of Al's early life, but I will tell of his competent work here in Washington .Three years ago, Al came here and became associated with N. D. Butler of 1140 Twentieth Street, Northwest. Mr. Butler is one of the city's leading business men and is the operator of the Washington Seadrome.

Joins Partnership

At the time Al joined Mr. Butler, there was only one colored pilot here. Mr. Butler had just sold a tri-motored Stinson plane and had made up his mind to leave aviation alone. However, the two decided to give it another trial and accordingly they motored to Wings Airport in Pennsylvania, where they purchased a beautiful 4-place Waco Bi-plane. Retruning to Washington, they started the first colored aviation business in D. C. at a small field in Arlington, Va. A short time later, they purchased a small Taylor-Cub monoplane in which to train students.

However, prejudice stepped in and they could not get their field relicensed. This did not stop these two pioneers and they organized the Washington Seadrome. This is the only all-colored seaplane base in the United States.

Last April Al flew the Waco to Hati and returned and added another achievement to his growing list. During this time, Butler and Al had trained many students and Washington was becoming more and more air-conscious. In 1938 the Washington Airmen's Club was organized and the members have worked zealously ever since in an effort to further colored aviation.

Dream Realized

Al realized one of his dreams Tuesday, when Mr. Brown told him of the success of his proposed plan. It is my one regret that he is not a native Washingtonian. I am sure that he has done just as much, if not more, than any other man towards furthering his race. If I were in the position to do so, I would nominate him for the Spingarn Medal. However, those who really are the leaders of our race generally remain unsung.

It might be interesting to my readers to know that there are now 127 flying students in Washington. Several have their flying licenses and others are rapidly advancing toward obtaining them. These are all students of C. Alfred Anderson.

As I sat one day thinking about nothing in particular, I spied a copy of the Washington Tribune and perusing it, I chanced upon the aviation column. At that moment a dormant ambition became active and today I am one of Al's students. I know no finer man.

To become a member of the Washington Airmen's Club, a prospective applicant must possess at least 3 hours of flying instruction, take the club's oath of membership and pay the membership fee of $1.00. I am happy to be its secretary as all the present members are fine men and women, because these are titles men and really intend to advance of the exams.: Junior Aeronautiaviation among our people. The members are also proud to have cal Inspector; Senior Aeronautical C. Alfred Anderson for its presi- anic, Senior Aircraft Mechanic, dent. We have elected him for Junior Engine Mechanic, Senior an indefinite term. Engine Mechanic and Apprentice

How many of my readers will to either the Engine or Aircraft make application for the seven Mechanic.

Civil Service examinations an- Prepare for future exams by ennounced, last week? If my guess tering aviation now. Look more is correct, I believe there will be closely into this field of employ- few if any making application. ment. You will not regret it.

AVIATION- 1940

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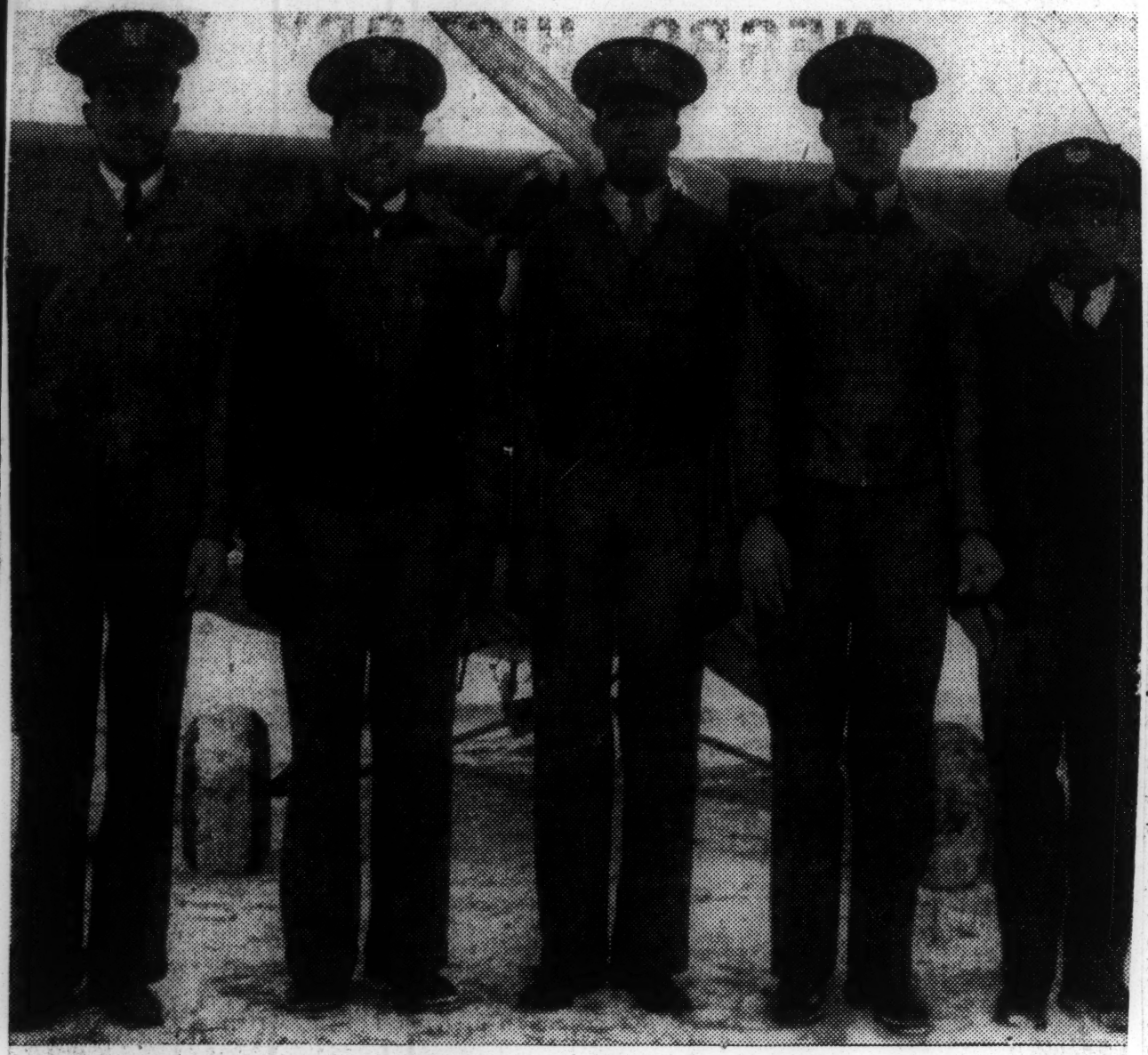

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How many of my readers will make application for the Civil Service examination announced, last week? If my guess is correct, I believe there will be a few if any making application. You will not regret it.

Why, because these are are titles of the exams.: Junior Aeronautical Inspector; Senior Aeronautical Inspector; Junior Aircraft Mechanic, Senior Aircraft Mechanic, Junior Engine Mechanic, Senior Engine Mechanic and Apprentice Mechanic.

Prepare for future exams by entering aviation now. Look more closely into this field of employment.

Thirty Flight Scholarships For Government Training!

Courier 2-17-40 Pittsburgh, Pa.

Chicago Aviation Center Offers Youths Splendid Opportunity to Be Air Pilots—Candidates From Any Section Eligible.

CHICAGO, Feb. 15. (ANP)—Thirty flight scholarships are being offered Negro pilots by the federal government preparatory to appointment as army air corps flying cadets, it was revealed here this week.

To be eligible for a scholarship a young man must successfully complete the ground school course covering several aviation subjects at the Chicago training center. Ground classes will be given in the evening at Wendell Phillips high school with Miss Willa Brown, the race's leading aviatrix, in charge.

After finishing the ground course flight scholarships will be awarded on final grades in a competitive examination should the applicant possess the other essential qualifications. Twenty of the awards will go to those who are unmarried, citizens of the United States, between 18 and 25 years old, with two years of college training, no solo flying experience, and who are physically fit to pass the army medical examination. Requirements for the other 10 are identical except the applicant is not required to have two years of college.

Candidates from any section of the nation are eligible if they move to Chicago and enroll in the ground school course. A small fee will be required, it was pointed out. but not more than $40 will be charged for the entire course of ground and flight training.

Each of the 20 flight scholarships to be awarded those with two years of college training will consist of the 35 to 50 hours of controlled private flying as developed by the CAA. Those completing this course will enroll immediately in an advanced controlled course and those who successfully finish this training will be inducted into the army air corps training service.

Application blanks and detailed information may be secured by writing Dr. M. O. Bousfield, chairman, advisory board, Civilian Pilot Training program, 4901 Ellis avenue, Chicago.

The Chicago Aviation Center is sponsored by the Chicago Board of Education, CAA, Chicago School of Aeronautics and the National Airmen's Association of America.

Senator Bridges Shows Letter Refusing Negro Applicant To Support Charges In Congress

Senator Thomas (Okla.) Opposes Move, Contending Issue For President, Not Congress, To Decide

WASHINGTON, Feb.—The plan to get Negro pilots in the air has taken a nose-dive—right into the President's lap, according to Senator Thomas (Okla.)

And Senator H. Styles Bridges, (N.H.), quoting from the wrecked plan (military appropriation act, April 3, 1939), is the salvage crew of one. He charged discrimination, and produced a letter of refusal sent to a Negro applicant to support his argument.

He was opposed by Senator Thomas who contended that the matte was not for Congress to decide, bu for the President.

"'Dear Sir:'" Bridges quoted "'With reference to your application for appointment as a flying cadet, you are informed that the war department has taken final action on your application and your transcript of college credits and supporting papers have been sent to this headquarters with the statement that inasmuch as there are no units composed of colored men in the air corps at the present time, no provision has been made for their flying training, and therefore, the war department can take no further action with a view to giving you flying training at this time.'"

The letter was dated September 23, 1939, and sent by J. G. Brackinridge, Major A. G. D., to Frank S. Reed, Jr., 5933 Lafayette avenue, Chicago, Ill.

Bridges also referred to a field in Illinois, which had been set aside for the training of Negro pilots, but from which they are barred. Under the law, the pilots were to have received $75 a month while training.

Secretary of War Woodring said that he was trying to work out a plan under which Negroes can be trained.

"At the same time," he declared, "we are trying to avoid any situation which might be embarrassing either to the colored or to the white race. It is a very difficult problem, as you know. We are trying to work this out in fairness to those colored men who are rightfully entitled to this training . . ."

Wilberforce Awaits Its Aeronautic Equipment

WILBERFORCE, Ohio, Feb. 16—President D. O. Walker of Wilberforce university announced this week that the school will receive in a few days from the War Department equipment for the establishment of a ground school in the mechanical phase of aeronautics.

The launching of the training course for students will be deferred until the completion of repair work on the trades building.

A room in this building will be used for government equipment including an unassembled airplane that will be assembled by the enrollees The National Youth Administration will furnish instructors for the project.

It is estimated that 25 per cent of the training personnel will be students of the school and the remainder selected from enrollees from the NYA center on the campus and others receiving NYA student help.

Yankee Clipper Has First Negro Passenger

NEW YORK.—(ANP) — When Mrs. J. T. Layton and her daughter, A'Leila, left for their home in England last Thursday, the Yankee Clipper, America's premier trans-Atlantic airplane, had its first Negro passenger. The Layton's travel schedule called for lunch in Bermuda, dinner in the Azores, and breakfast in Lisbon, Portugal where they disembarked to proceed by train and boat to their country home in Surrey. They are the wife and daughter of J. Turner Layton, noted composer. A'Leila, the debutante daughter, was named for the late A'Leila Walker. her grandmother.

MISSOURI GIRL SELECTED AS HOSTESS FOR AIRLINE

Courier 3-2-40

NEW YORK. — Miss Fay Tull, a graduate of the home economics department of Lincoln (Mo.) University Jefferson City, Mo., now a graduate student in home economics at Columbia University was recently selected as one of thirty young women to serve as air hostesses in the service of the American Air Lines, Inc.

No colored person has been admitted previously to this service and 125 applicants were considered before the decision was made.

Pioneer Negro Ace Teaching At Lincoln

OCT 3 1940

JEFFERSON CITY, Mo.—(SNS) Although students who learn to fly airplanes at Lincoln University may never pilot dilapidated monoplanes across thousands of miles of ocean, they can claim the distinction of having been taught by one of the most successful and unusual pioneers of Negro aviation.

Teaching Lincoln's present crop of ten flying students is Charles M. Ashe of Philadelphia, whose career is checkered by such unusual doings as tossing a dead man's ashes to the four winds over a crowded city, teaching classes of white students in an eastern school of aviation, receiving a degree in physiotherapy from the National College in Chicago, and getting 30 offers from Negro and white schools to teach aviation within the last two months.

BEGAN FLYING IN '30

Ashe is the man who takes Lincoln University students up in an airplane every day and teaches them the practical side of flying. He has been in Jefferson City since September 16, when aviation instruction was begun at Lincoln.

According to the dapper, affable instructor, his career as a flyer began in the early 1930's, when he struggled his way through the Aviation Institute of the United States, at Washington, D.C., He had been attending Howard University, and was married. He now has three children.

OCT 3 1940

Ashe's activities since that time have been concerned with getting his Commercial Pilot's license, a Radio-Telephone license, a Re-rated Flight Instructor's licenses, and membership in the National Aeronautical Association and the Aircraft Owners' and Pilot's Association, which is affiliated with the TWA airlines.

AVOIDS PUBLICITY

Unlike Colonel Herbert F. Julian, who went to the wars in Ethiopia and Finland to gain his laurels, Ashe has studiously avoided publicity, and his evasiveness has paid him well. At the Flying Dutchman airport of Philadelphia, Ashe became widely known for his ability to convey his knowledge to others, and was hired to teach students. Only a few Negroes had been in Ashe's classes before he came to Lincoln University.

OCT 3 1940

Between the time of Ashe's graduation from the Aviation Institute and recent months the talented flight instructor found time to take training in physiotherapy and teach his wife to fly. Mrs. Ashe will fly her husband's airplane to Jefferson City within the next month when she will join him here.

Eastern Negro colleges sought Ashe's service even after he had agreed to come to Lincoln. He displayed a group of telegrams from Negro and white institutions.

Ashe decided to come to Lincoln University to teach aviation instead of any other place because, as he put it, "I was impressed with the magnitude and seriousness revealed in President Scruggs' personality when I talked with him by long distance."

Dothan, Ala. Eagle
September 29, 1940

Nine State Schools To Train 310 Pilots

MONTGOMERY, Ala. (AP)—Nine Alabama colleges have been assigned a quota of 310 students for the fall civilian pilot training program of the Civil Aeronautics Administration, it was announced Saturday by the State Aviation Commission.

In addition, Alabama is scheduled to get three non-college units of 10 students each, but CAA has not yet announced their location.

Refresher courses are planned for release later, the commission said, for apprentice instructors, primary instructors, secondary instructors, and private and commercial pilots.

Troy State Teachers' College will be added to the list of institutions giving civilian pilot training in the fall program, scheduled to get under way around Oct. 1.

Of the 310 quota, 210 students will be accepted for primary training and 70 for advanced instructions.

Asa Roundtree, State air fields director, listed the primary training quotas as follows:

Alabama Polytechnic Institute, 50; University of Alabama, 50; Birmingham-Southern, 30; Howard 20; Springhill College, 20; State Teachers College, Florence, 20; State Teachers College, Jacksonville, 20; State Teachers College, Troy, 10; Tuskegee Institute, 20 or 30.

Quotas for advanced training are: University of Alabama, 20; Alabama Polytechnic Institute, 10; Birmingham-Southern, 10; Howard College, 10; Springhill College, 10; Tuskegee, 10.

Civil Aeronautics Administration will spend more than $140,000 on ground and flight training, Roundtree said. Primary courses end January 31 and advanced training January 15.

Birmingham has been selected as the location for one of the six district offices in the southeast region. The district office staff will consist of a flight specialist; a ground school specialist; a maintenance specialist; and a stenographer.

WANT AIRMEN TO TEACH U.S. FLYING CADETS

OCT 20 1940

Sixty civilian flight instructors to give primary training to United States Air Corps cadets are needed immediately Director of Labor Martin P. Durkin announced this week.

Chicago

The Illinois State Employment Service has been asked to supply these instructors for a private midwest air college that has a training contract with the United States Air Corps. Applications for the job can be filed at any of the 58 local offices of the Employment Service.

Applicants must hold a commercial rating with the Civil Aeronautical Authority and will be required to measure up to the rigid physical standards of the Army Air Corps. Only American citizens who have successfully completed a four-year high school course will be considered. The age range is from 20 to 40 years.

The pay for flight instructors starts at $250 a month and increases to $325 after a year's service. Promotion is to the grade of assistant chief pilot and then to chief pilot at $350 and $375 a month.

Chicago

Successful candidates will be required to undergo three weeks' training in military procedure, during which they are paid at the rate of $130 a month. Civil flight instructors are exempt from the draft but are required to promise to do at least a year's teaching.

Additional information regarding the positions can be had from any office of the Illinois State Employment Service which, in conjunction with the United States Employment Service, is acting as clearing agent for National Defense. Applications should be filed immediately.

NEGROES IN AVIATION

NOV 21 1940

The old theory that the Negro is not air-minded is being thoroughly disproved at Charleston Municipal Airport where Negro students of West Virginia State college are learning to fly as part of the national defense program. The national government is extending this opportunity to Negroes over the country and some fine aviators are being developed.

The Union

The course is thorough. Students at West Virginia State get 72 hours of ground school work, including mechanics, history of aviation and rules and regulations. They must have 35 hours' experience in the air including 15 hours of dual control work, and solo 18 hours. If necessary to pass requirements they take 20 hours solo work. Those who qualify to do so are sent for more extended instruction at large army aviation training fields in other parts of the country and then may graduate into the regular service of the army.

Ohio

Of the first quota at West Virginia State 18 students soloed. Two of them were women who are said to have out-flown the men. New quotas are constantly being filled and by the end of the year it is thought several score will have completed the course.

Negro aviation units are being established over the country as part of the program of army expansion. The only restriction is the necessity for trained instructors who are being now developed by the war department assisted by the Civil Aeronautics board, using government equipment. The National Youth administration is training mechanics and other ground crew personnel. — Charleston (W. Va.) Zazette. (Ind. Dem. Daily Paper.)

One Type Of Training For Whites; Another For Us!

Courier
Pittsburgh, Pa.

Colored Youths Pursuing Civilian Pilot Training Courses Placed in Separate Category.

OCT 19 1940

WASHINGTON, D. C., Oct. 17—Colored youths being given training at the Chicago School of Aeronautics at Glenview, Illinois, which the War Department considers as meeting the requirement of the 1939 Army Expansion Act in that respect, are in a different category from that of white youths enrolled in accredited civilian aviation schools under the same program.

The colored youths are pursuing a civilion pilot training course under the Civil Aeronautics Authority. It is the same program that was launched a year ago throughout the schools and colleges of this country, except that students are pledged to use their training to defend their country, if they qualify, and the course is completed in a shorter time.

This same program is being offered at Delaware State College for Colored, Howard University, Hampton Institute, Virginia State College, West Virginia State College, Tuskegee Institute, North Carolina Agricultural and Technical College, and Lincoln University (Missouri). There has been some difficulty in filling quotas at these institutions, especially last summer. Quotas at Howard, Virginia State, and Tuskegee Institute have been reduced from 20 to 10 each at the request of those institutions.

White youths undergoing training at accredited civilian schools under the Army Air Corps expansion program are enlisted as flying cadets. At the time of enlistment they are required to sign an agreement that upon successful completion of the prescribed course of training he shall accept a commission as second lieutenant, Air Corps Reserve, and will serve as such for a continuous period of three years on active duty, unless sooner released.

The base pay of a flying cadet is $75 a month. These cadets are also paid a money allowance of $1 a day for subsistence and while undergoing training are furnished quarters, medical care, and hospitalization. They are also issued uniforms, clothing and equipment at Government expense. Colored flying trainees receive neither the pay and allowances nor the gratuities given to flying cadets.

Columbia, S C State
October 30, 1940

Charleston Negro Girl Pilot Dies In Plane Crash

Hopewell, Va., Oct. 29.—(AP)—A 17-year-old Negro girl CAA student pilot from the Virginia State College for Negroes at Petersburg, was injured fatally today when her plane crashed while making a landing at the Hopewell airport.

The student was identified as Theodosia Fraser of Charleston, S. C. She was making her second solo flight when the accident occurred, officials at the airport said.

FIRST GRADUATE OF BELLANCA SCHOOL

DEC 21 1940

Courier
Pittsburgh, Pa.

WILMINGTON, Del., Dec. 19 — The first Negro graduate of the Bellanca School of Aviation is John O. Hopkins, Jr., this city, who finished the course last week.

Young Hopkins will attend a West Coast school of aeronautics to obtain an air pilot's license. He is a graduate of Lincoln University, Howard's law school.

Black Eagle 'Flunks' In His Pilot Test Flight

DEC 20 1940

Daily World
Atlanta, Ga.

OTTAWA, Canada.—(ANP)—Col. Hubert Fauntleroy Julian Harlem's famed "Black Eagle," is not going to be a Royal Canadian Air Force pilot, despite his desire to be.

After passing his medical examination with flying colors, the former Ethiopian air ace was placed in a training plane with a check pilot for a test flight.

The pilot turned the controls over to Julian and told him to land the plane. Only fast work on the part of the pilot grabbing the controls, prevented a smashup.

Later Julian was told he would have to furnish his own plane if he desired to fight an air duel with Marshal Goering of Germany. The RCAF did not care to risk its equipment.

11

AVIATION- 1940

Eufaula, Ala. Tribune
July 5, 1940

TUSKEGEE SPURS FLIGHT TRAINING

TUSKEGEE, Ala., July 5—Seventeen sturdy young negro aviation enthusiasts at Tuskegee Institute have established an enviable flying record.

An examination of their ground and flight test records show an average of 88 in civil air regulations, meteorology and navigation.

Every student taking the course passed the first semester. And, according to a recent survey, this is the first mechanical school in the southeastern states to pass a class in aeronautics 100 per cent.

One scored an average of 98, and another made 100 on regulations and 92 on navigation and meteorology.

Their airfield is not a choice one. Because of trees, rolling land and other land obstacles, every landing they make is a spot landing — not so easy as floating down at a municipal airport.

George L. Washington, head of the Tuskegee department of mechanical industries, pleaded before the Civil Aeronautics Authority in Washington for an exception to the rule that a school must have an available airport within 10 miles to obtain the civil pilots training program.

For two months the flying class drove 80 miles a day for flight training at Montgomery. Then it became possible to lease a private field 7 miles from Tuskegee.

The school furnished $1,000 and students gave their efforts to building a two-ship hangar, clearing off trees, filling in holes and erecting field markings. This field finally was approved by the CAA.

Now they have won approval of the Alabama Aeronautics Commission to build two half-mile runways 500 feet wide on the college campus. They hope to raise $24,000 in private funds to erect an airport and hangar.

Nine Howard Students Pass Exams As Pilots

WASHINGTON, D. C.—(SNS)—The Howard University Civilian Pilot Training Program has been brought to a successful conclusion for the school year 1939-40.

Of the twelve men in the ground course who took the Civil Aeronautics Authority's written examination, all passed. Of the ten men who constituted our quota for flight training, one resigned because of illness which prevented his getting sufficient flying experience to pass the flight examination. The other nine successfully passed their flight examination and have received private pilot's licenses. Some of these men passed both their written and flight tests with high credit.

It is interesting to note that the entire course at Howard was conducted by colored men, the ground course being conducted by Professors Addison E. Richmond and Darnley Howard, of the School of Engineering and Architecture, and the flight training by Mr. C. Alfred Anderson, well known colored pilot, who was employed by the Hybla Valley Flying Service for this purpose.

One of our students received general praise from the entire local press and from veteran pilots after landing an airplane which had sustained a broken landing gear in the take-off, with no injury to himself and practically no additional damage to the airplane.

The Civil Aeronautics Authority believing that the Directors of the Flight Training Program could conduct the program better if they had actual experience in the controlled flying course, made available a scholarship for eight hours of flying instruction for such persons. The Directors of the Program at Howard, Professor Addison E. Richmond, successfully completed this course.

The students who participated in the program are enthusiastic and plan to continue their flying. Two of the men have been recommended for advanced training to the Civilian Aeronautics Authority during the summer.

NINE HOWARD UNIVERSITY STUDENTS PASS FLIGHT TEST

WASHINGTON. D. C., July 18—The Howard university Civilian Pilot Training program has been brought to a successful conclusion for the school year 1939-40.

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BLACK MASTERS

There were 3,777 black masters of slaves in the United States in 1830.

NEGRO PILOTS.

Daily Tribune Chicago 8-8-40

At a recent hearing of the house appropriations committee, Representative Ludlow of Indiana called attention to a recent act of congress requiring that facilities be made available for the training of Negro airplane pilots for the army. Asked by Mr. Ludlow what had been done to carry out this mandate, Gen. Marshall, chief of staff, replied that "there is no such thing as colored aviation at this time." He suggested that the start should be made by the Civil Aeronautics authority.

It is to be hoped that Mr. Ludlow will see to it that the intention of congress is not defeated by burocratic buck-passing. This is said not only in protest against discrimination but also in recognition of the very large contribution to national defense which may be expected of Negro pilots.

The first requisite of a military flyer is quick nervous responses. He should have a superior sense of balance, excellent muscular coördination, a good sensory apparatus, a sound body. In short, the qualities which make a good athlete are required of a flyer. Of course he should have physical and moral courage as well. In all of these qualifications Negroes have given ample demonstration of their fitness. A race which has produced, in the span of a few years, Joe Louis, Henry Armstrong, Jesse Owens, Jefferson of Northwestern, Ozzie Simmons of Iowa, a substantial number of Golden Gloves champions, and a score of other absolutely top-notch athletes, provides a rich resource which ought not to be lost to the country thru prejudice. In the face of this roster of world champions the physical fitness and courage of their race cannot be questioned by any reasonable man. 8-8-40

The record suggests that the country would lose less by refusing to train Harvard, Yale, and Princeton men for the flying corps than by refusing to train Negroes.

BRAVO, TRIBUNE!

(EDITOR'S NOTE: The Chicago Tribune of Thursday morning carried the following editorial "Negro Pilots," which we are printing in its entirety, without comment . . . it speaks for itself).

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Greensboro, N. C., Record
July 27, 1940

Negro Aviation Students

The Guilford county board of commissioners has agreed that the state of North Carolina, acting on behalf of A. and T. college, (state-supported institution for negro men), may construct a hangar at the Greensboro-High Point airport for use of A. and T. students enrolled in the government's collegiate aviation course, a part of the national defense program. A contract has been drawn and awaits only the approval of the college trustees and state authorities before becoming effective.

The action of the board reflects not only the good relations existing between the white and negro races in Guilford county but also reveals the confidence of the commissioners in the ability of the two races to use the same airport without discord. The move, moreover, emphasizes and illustrates how far the south has come in recent years in leaving behind prejudices against the negro and, at the same time, how modestly and unobjectionably the southern negro has accepted these changes. Twenty or 30 years ago such a liberal attitude toward the negro would not have been displayed in the south; indeed, it could not have been, for the negro would not have known how to accept it.

Now that has changed—or rather, is changing by a gradual process of a more and more liberal attitude toward the negro on the one hand and education of the negro in the ability to properly utilize his gradual liberation on the other.

Recent Editorial

COLORED PILOTS

At a recent hearing of the house appropriations committee, Representative Ludlow of Indiana called attention to a recent act of Congress requiring that facilities be made available for the training of colored airplane pilots for the army. Asked by Mr. Ludlow what had been done to carry out this mandate, Gen. Marshall, chief of staff, replied that "there is no such thing as colored aviation at this time." He suggested that the start should be made by the Civil Aeronautics authority.

It is to be hoped that Mr. Ludlow will see to it that the intention of Congress is not defeated by bureaucratic buck-passing. This is said not only in protest against discrimination but also in recognition of the very large contribution to national defense which may be expected of colored pilots.

The first requisite of a military flyer is quick nervous responses. He should have a superior sense of balance, excellent muscular co-ordination, a good sensory apparatus, a sound body. In short, the qualities which make a good athlete are required of a flyer. Of course he should have physical and moral courage as well. In all of these qualifications colored men have given ample demonstration of their fitness. A race which has produced, in the span of a few years, Joe Louis, Henry Armstrong, Jesse Owens, Jefferson of Northwestern, Ozzie Simmons of Iowa, a substantial number of Golden Gloves champions, and a score of other absolutely top-notch athletes, provides a rich resource which ought not to be lost to the country through prejudice. In the face of this roster of world champions the physical fitness and courage of their race cannot be questioned by any reasonable man.

The record suggests that the country would lose less by refusing to train Harvard, Yale, and Princeton men for the flying corps than by refusing to train colored aviators.

—Chicago Daily Tribune.

WGN Advocates Negro Pilots

CHICAGO—In a thunderous editorial last Thursday morning, the Chicago Tribune, "World's Greatest Newspaper," and one of the most influential white dailies in the country, lambasted the color line in the U.S. Air Corps and urged that Negroes be given equal treatment in the following editorial:

NEGRO PILOTS

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The record suggests that the country would lose less by refusing to train Harvard, Yale and Princeton men for the flying corps than by refusing to train Negroes.

Lunceford Licensed as Plane Pilot

CULVER CITY, Calif. — Jimmie Lunceford, who is currently playing at the Casa Manana here, has just received official notification from Washington, that he has passed the tests as an airplane pilot, thus becoming the first of our bandleaders to win his wings.

It was just two years ago that Jimmie began studying aeronautics. Holder of four college degrees, Lunceford encountered little difficulty in mastering the technical intricacies of aviation.

Jimmie's sense of timing and rhythm, gained on the nation's podiums, aided him in practical solo flights. Orkdom's "Aviation Squadron" now includes besides Lunceford, Larry Clinton, Bobby Byrone, and Buddy Rogers.

It has also been announced that Lunceford has broken all-time box office marks at the swanky Casa Manana Club every night since the band took over the podium on August 15 for a six-week engagement.

No Negro Pilots

THE most recent attitude expressed by the United States Army Air Corps concerning the admission of Negroes in the air corps has made news in last week's newspaper when a letter to Roderick Charles Williams from Major L. S. Smith, Acting Adjutant General, was made public.

Williams made application for appointment as a flying cadet in the United States Army Air Corps. He is twenty-six years old. The maximum limit for a flying cadet is twenty-seven. The minimum college requirement to be a flying cadet is two years. Williams had four years college training in one of the best universities of the country—University of Illinois. He made all the requirements ostensibly necessary to enter as a flying cadet and besides he is an employee of the United States Government. But there is one requirement that the laws as intended by Congress do not specify. That requirement is that the applicant must be white. In his letter to Williams Major Smith said, "The Congress has created several units of the army exclusively for colored troops, but no colored tactical units of the air corps have been authorized up to this time. Consequently no provision has been made by the War Department for units to which members of the colored race could be assigned in the event of their completing the prescribed course of training to become military pilots." This statement seemed to put the burden either on congress, or on the War Department. So far as we know the congress has never made any law barring Negroes from the army air corps, so the burden cannot be placed there. If there is any law dealing with the question of color in the air force of the nation it is an unwritten one based on prejudice supported by custom and perpetrated by practice.

We fail to understand why a Negro cannot train in the air corps along with whites. We fail to understand why there must be a separate army air corps for Negroes for all cadets are training for one purpose—to defend their country in the event of war.

The time is ripe when Negroes should have equal opportunities in all the branches of the military defense program. The air corps should be the first to break down the old tradition that so long has held Negroes from equality in the military branch of the government. Major Smith dumped the little problem on the laps of the Civil Aeronautics Authority when he suggested that Williams communicate with that authority. We wonder what would have happened if the Major had accepted the application and permitted Williams to train at Rantoul, Illinois, with the other pilots?

We fail to understand how a democratic government like ours that has given us the 13th, 14th and 15th amendments guaranteeing us equal rights and justice would refuse to permit our Negro boys to manifest their loyalty to their country the same as boys of other races.

In Illinois we have a Civil Rights Law outlawing discrimination in public places. In Illinois we have a law preventing discrimination against persons on account of race or color in government positions. That law, however does not apply to the federal government, only to the state, but at least it is indicative of the sound public policy that this state has attempted to enforce through its state legislature. When the federal government refused to permit citizens of Illinois an equal opportunity it seemed to be acting in a manner morally contrary to the spirit of that law.

We trust that the War Department, the Civil Aeronautics Authority and Major L. S. Smith will get together and reverse the prejudicial denial of the application of Williams as a flying cadet.

FAILS IN ATTEMPT TO SAVE TEACHER

Pretty 20-Year-Old Esther Smoot, Student at West Virginia State, Swims to Safety.

CHARLESTON, W. Va., Aug. 22.—Pretty 20-year-old Esther Smoot, West Virginia State college co-ed, made a futile heroic attempt to save the life of her flight instructor, Troy W. Newkirke, 46, Friday morning when the plane in which they were riding crashed into the flood swollen Kanawha river, near the college campus.

Newkirke, popular on State's campus, was drowned in the crash and Miss Smoot, an expert swimmer reached shore, but not before she fought off the terrible exhaustion caused by her heroic effort to extricate Newkirke from the demolished plane.

WAS TEACHING GIRL CONTROL 'CONFIDENCE'

Newkirke, who came to State from Roosevelt Field, N. Y., July 11 as CAA student flight instructor, was teaching Miss Smoot "confidence" at the control when the Piper Cub trainer ship struck two telephone wires and crazily plunged into the muddy stream.

Miss Smoot told Lieut. Hubert Stark, state aeronautical inspector, she was at the control when the plane left the college airport.

She recounted how she managed to unfasten her safety belt after the crash and swim ashore after attempting to save the life of the instructor. Local airmen commended her on her bravery.

DEATH BY DROWNING, AUTOPSY REVEALS

Newkirke was believed knocked unconscious in the ship's plunge, Dr. C. F. Sayre, county coroner, said the airman's left arm and forehead were severely gashed, but an autopsy revealed that death was caused by drowning. Three workmen extricated Newkirke from the wreckage.

His body was taken to Harden and Harden mortuary, pending the arrival of Mrs. Newkirke from New York City, where she is superintendent of nurses in a hospital.

Mr. Newkirke, who had 2,000 hours in the air, was brought to the campus for the student instruction by Willard Casto, operator of a flying service.

The crash was the first involving a fatality in the state's recently established student CAA program.

Recuperating at her home from the harrowing crash experience, Miss Smoot told a Courier representative:

"I am a lucky girl to be alive."

Miss Smoot was born in Madison, W. Virginia, and brought to Institute, where the college is located, when she was a child. She is a junior with a high scholastic rating. She specializes in dramatics. Miss Smoot is also an expert tennis player.

"I am going right back to my flying course," said Miss Smoot while recuperating in bed. "Of course, I know I'll have to await the completion of the CAA probe into the crash."

Senate Acts to Provide Advanced Pilot Training

The Senate Appropriations Committee, headed by Senator Alvin Adams (Dem. Col.) received the appeal of Edgar G. Brown, president of the United Government Employees, requesting that Congress earmark a million dollars of the $30,000,000 Civil Aeronautics Administration fund granted by the House, Monday, for Tuskegee Institute, in Alabama, and Harlem Air School, Chicago.

This Supplemental National Defense Appropriation authorized expansion of the nation-wide air pilot training through the purchase of necessary land and adequate facilities. Favorable action by the Senate Appropriation Committee on Mr. Brown's proposal would assure equal training for colored air pilots, which is now almost wholly denied.

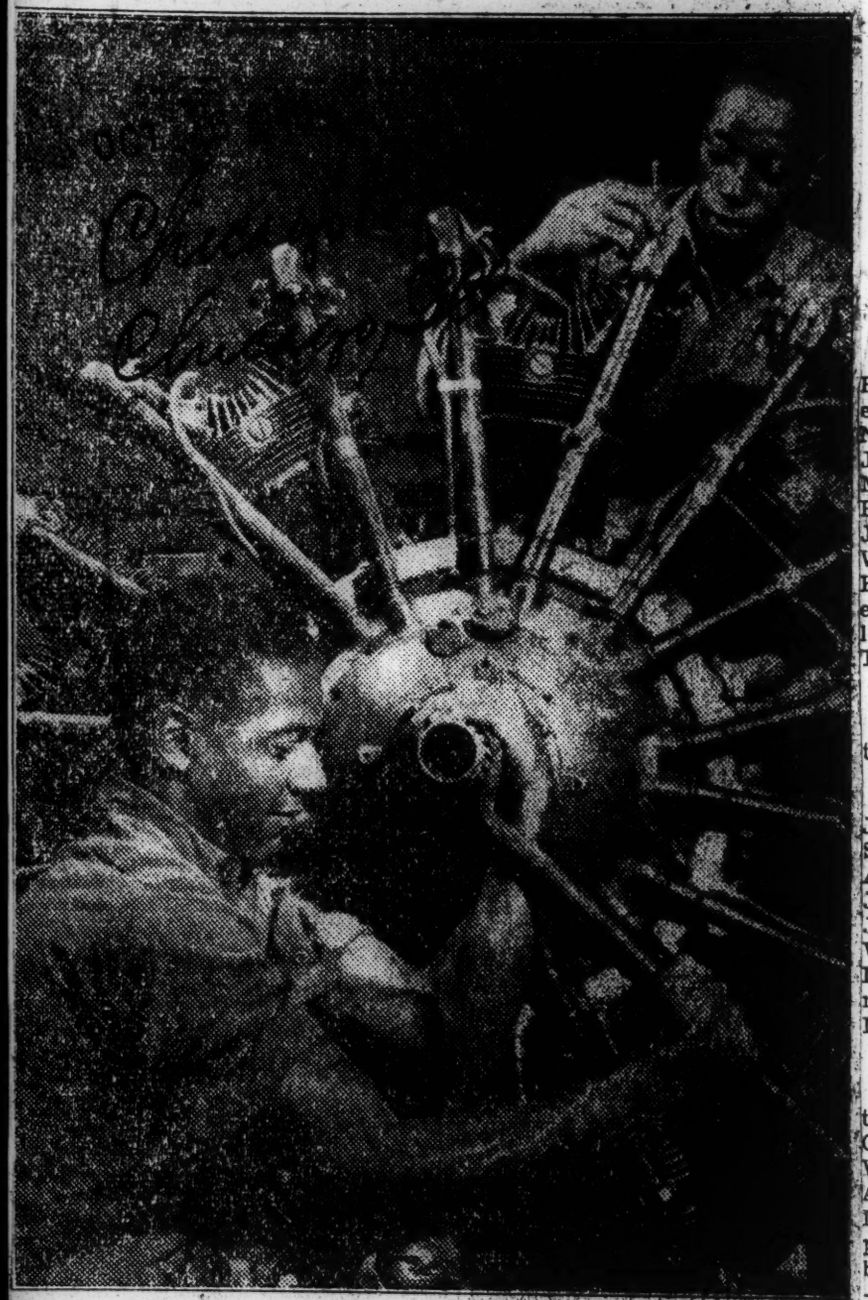
269 Licensed Air Pilots

WASHINGTON, D. C. — A bulletin issued this week by the Bureau of Census lists 269 licensed Negro airplane pilots in this country. This represents almost a 100 percent increase over the number of aviators in 1939 when the total number was 125.

There were 163 pilots in 1937, 69 in 1936 and 47 in 1935.

The aviators are distributed as follows: commercial pilots, 7; limited commercial, 2; private, 102; solo, 18, and student, 140.

NYA AVIATION MECHANICS



Two of the National Youth Administration's aviation mechanics in training at Ohio NYA's Wilberforce work experience center, on the campus of the famous Negro college, at Xenia, Ohio. S. Burns Weston, Ohio NYA administrator, said the NYA aviation unit at Wilberforce may be enlarged soon to provide additional training for Negro youth in jobs essential to National Defense.

25 Of 231 Negroes Granted Pilots' Licenses Live In Nation's Capital

Courier
Pittsburgh, Pa.
OCT 12 1940

WASHINGTON, Oct. 10—Because of the widespread discussion relative to the number of Negroes who have pilot's licenses, The Pittsburgh Courier's Mr. Baker has broken down the list, to show where the men who can fly live. The complete list follows:

WASHINGTON, D. C.

Robert W. Briggs, Charles R. Byrd, W. Schieffelin Claytor, Joseph W. Dixon, Roscoe Hankins, Jr., Nathaniel M. Hill, Elmer D. Jones, Jr., George W. Miner, Paul G. Mitchell, John S. Perry, John R. Pinkett, Jr., Clarence G. Southall, James W. Douglas, Jr., Yancey Williams, Bonita E. Harvey, John H. Hurd, Andrew I. Martin, Clarence J. McDonald, Joseph W. Rollins, Harold E. Smith, William A. Taylor, Andrew D. Turner.

MARYLAND

Baltimore—Leon D. Paris; Preston—Reuben W. Sharpe.

NEW YORK STATE

New York City—Jesse L. Brooks, Jr., William W. Morrell, Justo R. Sully, Charles Ware, Joseph S. Alleyne, Jr., Charles W. Bingham, Jr., Leon A. Chipps, Hubert F. Julian, George G. Daniel, Charles W. Dryden, Laurence E. Lytle; Leroy—Dorothy A. Lane; Mt. Vernon—Wayman Williams; Ithaca—L. Verdell Payne.

PENNSYLVANIA

Cannonsburg—Charles V. Proctor; Philadelphia—Lewis J. Luche, Charles M. Ashe; Latrobe—George W. Allen; Bryn Mawr—Charles A. Anderson; Harrisburg—William M. Dillon; Haverford—Roscoe D. Draper; Erie—Abram Jackson; Pittsburgh—Marshall L. Fields; Sharon—Raymond L. Jackson; New Kensington—Wendell M. Smith; Burgettstown—Edward King.

NEW ENGLAND

Hartford, Conn.—Lemuel R. Custis; Springfield, Mass.—Rostell C. Wheeler; Boston, Mass.—Harold C. Hayes, John W. Grene, Jr.; East Providence, R. I.—Ralph H. Davis; Wilmington—Samuel G. Elbert.

DELAWARE

Lincoln—Fred G. Cephas; Harrington—Norman Travis, Hallie E. Coleman; Townsend—Frederic R. Parker; Middletown — Robert H. Williams.

OHIO

Columbus — Sanford E. Roan, Ralph Franklin, Jr., James V. Evans, Theodore R. Fitts, Leonard E. Wilburn; Cleveland—Erwin B. Lawrence, Jr., Raymond Hampton; Dayton—Mac Ross, Lloyd S. Hathcock; Oberlin—Perry H. Young, Jr.

NEW JERSEY

Pleasantville — John A. Parker; Hackensack — Spann C. Watson; Somerville—Frederick H. Moore; Basking Ridge—Robert Terry; Orange—Walter T. Cooper, Milford W. Stanley, David E. Woody.

ILLINOIS

Chicago—Earl W. Renfro, Willa B. Brown, Grover C. Nash, William H. Paris, Joe Hardy, John C. Robinson, Dale L. White, Clyde B. Hampton, Leroy Garret, Norman D. Gray, Jack A. Johnson, Herman Ray, Edward H. Johnson, Janet Waterford, George J. Webster, Simeon E. Brown; Evanston—Fred Hutcherson, Jr.; Juliet—Earl N. Franklin; Oak Lawn, Harlem Airport—Cornelius R. Coffey; North Chicago—Barney Q. Duncan; Maywood—Albert P. Stump.

INDIANA

Indianapolis — Theodore Cable, Charles H. DeBow; Bloomington, Wilson V. Eagleson.

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TUSKEGEE INSTITUTE

Benny F. Newton, Mildred L. Hemmons, Roland T. Foster, Quentin E. Gaillard, Harvey J. Guinn, Herbert E. Carter, William A. Campbell, William H. Burgess, Leroy, E. Baker.

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HOWARD UNIVERSITY

Edward M. Jenkins.

THE SOUTH

Memphis, Tenn.—Sylvester White; Greenville, Miss.—David L. Scott; Nashville, Tenn.—William Latham; Orangeburg, S.C.—Roy K. Davenport; Atlanta, Ga.—Gus Coleman; Miami, Fla. — Percy G. Brown; Knoxville, Tenn.—Russel M. Bradley; Blytheville, Ark.—Eddie Washington; Galveston, Tex.—Behtel J. Strode; West Monroe, La.—Elvastus C. Morris; Hazelhurst, Ga.—Stephen M. Harris; Birmingham, Ala.—Daniel C. Coar; Jacksonville, Ala.—Mackie J. Caldwell;

Little Rock, Ark.—Milton P. Crenshaw; Beaufort, S. C.—Clarence W. Barnes; Sherrill, Ark.—Sylvester A. Alexander; Sumter, S.C.—Willie Ashley, Jr.; Memphis, Tenn.—Hector C. Strong; Ganado, Tex.—Reynolds D. Pruitt; Belzoni, Miss.—Wellington G. Irving.

VIRGINIA

South Arlington — Roland A. Brawner; Richmond — Jesse J. Mitchell; Williamsburg — Ernest Henderson; Franklin—Allison A. Walden; Orange—Andrew Maples, Jr.; Newton—Walker I. Lawson; Ware Neck—Phillip F. Lee; Exmore—George E. Ayers; Massadox—Charles C. Wright.

NORTH CAROLINA

Cramerton — Perfect W. Sloan; Henderson — William A. Jones; Greensboro—Joe R. Massey; Williamsburg — Ernest Henderson; Spring Hope—Elbert Pettiford, Jr.; Tarboro—Willie H. Fuller; Claremont—Walter H. Clark; Washington—Clarence J. Barnes; Greensboro, A. and T. College—Homer E. Harris; Ahoskie—Graham Smith.

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HAMPTON INSTITUTE

John D. Wragg, Moses W. Somerville, Otis T. Harris, Robert K. Gosnell, Renaud O. Brown, William D. Carroll, George R. Bolling, Peter G. Fuller, Richard L. Hurt, William O. Hall, Jr.

INSTITUTE, W. VA.

James T. Harper, Leroy P. Harris, Alfonso Gore, Peter W. Cassey, James E. Caldwell, James C. Evans, Raymond E. Davis, Robert W. Bowles, William Alexander, Alfonso L. Dowell, Joseph W. Grider, Edward L. James, Jr.

WEST VIRGINIA

Fairmont—Rose A. Rolls; Dehue—L. D. Davis; Charleston—Ralph E. Jackson; Wilcoe — Robert L. Robinson, Jr.; Huntington—Daniel A. Rogers.

THE WEST

Hollywood, Cal.—Vincent M. Herron; St. Louis, Mo.—Robert E. Evans; Fresno, Cal.—Roy Edmonson; Saginaw, Mich.—Henry McSmith; Omaha, Nebr.—Lavon L. Davis; Seattle, Wash.—Samuel M. Bruce, Joe A. Smith, Charles W. Daniels; Minneapolis, Minn. — Howard G. Brown; St. Louis, Mo.—James C. Arthur.

Marysville, Cal.—Dick C. Brown; Palo Alto, Cal.—William W. Moulden; St. Paul, Minn.—Tully D. Hickman, Walter L. Robinson; Luther, Okla.—Sherman T. Rose; Helena, Mont.—Charles H. Harrell; Kansas City, Kans.—

AVIATION- 1940

Flew The Atlantic on the Dixie Clipper

Journal and Guide 2-24-40 Norfolk, Va.

MRS. J. TURNER LAYTON and her daughter, Miss A. L. Layton, who took off last Friday for Lisbon, Portugal, on the Dixie Clipper of Pan-American Airways. They were headed for England. They are the first Negroes known to have flown the Atlantic as passengers. They are the wife and daughter of J. Turner Layton, the noted musician who has resided in England many years. The daughter, A'Lelia, was named for her godmother, the late A'Lelia Walker. Their flight schedule called for lunch in Bermuda, dinner in the Azores Islands, and breakfast in Portugal ... weeks. Under arrangements awaiting the approval of Washington officials, equipment for thorough basic and ground instructions will be installed in Wendell Phillips high school on the south side.

This equipment, furnished by the United States army air corps which cannot be purchased, will be used jointly by the non-college unit and the demonstration program.

Establish Precedent

Details for both programs, it is understood, were worked out Monday at a conference attended by representatives of the United States army air corps, the Civil Aeronautical authority, the National Airmen's association and the Chicago board of education at the offices of the Rosenwald foundation.

Both programs establish precedents, so far as members of the race are concerned. The non-college unit will be the only one under complete Race sponsorship in the country and the demonstration program will be the only one of its kind.

Although official announcement of personnel has not been made, it is understood from reliable sources that at the non-college program will have Willa Brown, secretary of the N.A.A., and the highest ranking race woman pilot in the country, as instructor for ground training and Cornelius R. Coffey, N.A.A. president, as flight instructor.

Hard Fight Won

The demonstration project will be supervised by H. S. Darr, white, director of the Chicago School of Aeronautics, which is one of the nine schools designated for the training of army pilots.

Requirements demanded of students to be enrolled in the demonstration project may enable young men from all sections of the country to file applications for enrollment. The non-college unit, however, may be limited to youths in the Chicago area.

An outline of the requirements for each program will probably be made simultaneously with the formal announcement of the program from Washington.

The setting up of both programs in Chicago comes about as result of an intensive campaign by the N.A.A. for the inclusion of Race youth in the government's several air training programs.

Instrumental in bringing to fruition these objectives were Edgar G. Brown, Washington representative of the N.A.A. who was in Chicago for the conference Monday; Miss Brown and Mr. Coffey of the N.A.A., and Enoc P. Waters Jr., city editor of the Chicago Defender.

FIRST PROGRAM OF IT'S KIND TO BE STARTED

Chicago Defender
Chicago Ill.
1-27-40

Noted Woman Flyer To Be Appointed To High Position

Two federally sponsored programs for the training of Race airplane pilots will be inaugurated in Chicago in the near future, it was reliably learned Monday.

The first program will be a non-college civilian training program at Harlem airport. The second is a special demonstration project embracing many of the features of the army training program.

Under both programs 30 Race youths will receive intensive aeronautical training.

Formal announcement by federal agencies of the launching of the two programs is expected from Washington within the next few

Julian Luck Smiles Again-Finland Is Saved in Time

Afro-American 3/23-40 Baltimore, Md.

COL. HUBERT FAUNTLEROY JULIAN, snapped on the steps of the Finnish Legation in Washington Tuesday shortly after he had been granted a letter presenting him to the commander-in-chief of the Finnish air forces. Less than eight hours later the Finnish-Russian peace treaty was signed, making it unnecessary for the Black Eagle to fight. But Julian declared that he would go to Finland anyway, as he had completed plans for the trip and had qualified as a volunteer pilot.

Aeronautics

By JAMES W. DOUGLAS, JR.

Richard Wright's "Native Son" deserves to be a best-seller and is very well written. Washington, D.C.

Reading the novel, I came across a scene in which two colored men are the principals. Tribune 3-30-40

Standing on a Chicago street, the two men sight an airplane in the sky spelling out huge letters, and launch into a discussion of aviation. In their conversation one of the men brings up the point that he could fly a plane if given the chance to learn. That brings us to this point.

Here in Washington where approximately 200,000 colored people make their home, the aviation group is very small. Whenever the occasion arises we all say: 'We could if we had the chance."

For three years we here have had a good chance to learn to fly. But have we taken advantage of that chance? From a standpoint of population, finance and physical ability, I would say "No."

Many have blamed lack of interest for the small number of colored people flying. I believe lack of knowledge to be the main one.

If every colored man and woman were made cognizant of aviation opportunities, the colored race would be represented more strongly in this growing industry. The newspapers are doing their share in informing the public of news events. Others are doing their share, too. The U.S. Government is sponsoring a huge air-pilot training program. One of the purposes of the program is to further stimulate interest and participation in aviation.

But with all this, we ourselves must do something. We will have to decide to learn to fly or become aviation mechanics. If one is actually interested in his future then one will find out for himself just what is going on.

Parents will do well by sending their children to aviation schools. A certain airport in nearby Virginia needed a mechanic very badly the other day and failed to secure the services of one. Why? Because the industry can place and has placed all qualified men and women. Acquaint yourselves with the opportunities present and future in aviation.

To those individuals who still believe airplanes are crashing every time one goes aloft, I have this to say, we are no longer in an experimental stage. Aviation is an industry with governmental backing and support. All leading countries possess aeronautical enterprises. Air travel is the fastest means of commercial and private transportation.

Airplanes still crack up occasionally, trains have accidents, your auto may be smashed as a result of a collision. Why, then, condemn aviation as a sure way of being killed or maimed. Such thinking on the part of anyone under existing conditions is absurd.

My time is spent daily in soliciting students and air-ride passengers, and believe me, I risk my life every time I approach a prospect.

Recent additions to the list of colored men and women flying at our airport are: Herbert Jones, Elmer Mullen, Morris Gordon, Charles Dixon, Jesse Foster, Grace Fortune, Columbus Patrick, Marjorie Allen and Thomas C. Brent.

Will your name be here next week? I would certainly like to see it here.

Next week I am flying to Philadelphia, and I will keep my readers informed of the aviation activities there among colored flyers. Roscoe Hankins, private pilot of Washington and owner of a Taylor Cub monoplane, has agreed to loan me his ship for the trip.

Mr. Hankins has flown to nearly all the cities on this coast in the plane, and is now working on a commercial license. His plane is powered by a 40-horsepower Continental engine and should reach the Quaker City from here with favorable weather conditions in about two hours and a half.

He is interested in meeting all aviation enthusiasts, and those who would like to meet him can do so by visiting at his home, 1717 Kalorama Road, Northwest.

For all aviation news among Washingtonians and elsewhere keep tuned to this column and the WASHINGTON TRIBUNE in general.

Students Assigned To Nine Alabama Colleges For Pilot Training

Howard And Southern Are Allowed 10 Each In Administration Plan

Birmingham Is Selected As Location For One Of Six District Offices

MONTGOMERY, Ala.—(AP)—Nine Alabama colleges have been assigned a quota of 310 students for the Fall civilian pilot training program of the Civil Aeronautics Administration, it was announced Saturday by the State Aviation Commission.

In addition, Alabama is scheduled to get three non-college units of 10 students each, but C. A. A. has not yet announced their location.

Refresher courses are planned for release later, the commission said, for apprentice instructors, primary instructors, secondary instructors, and private and commercial pilots.

Troy State Teachers' College will be added to the list of institutions giving civilian pilot training in the Fall program, scheduled to get under way around Oct. 1.

Of the 310 quota, 210 students will be accepted for primary training and 70 for advanced instructions.

Asa Rountree, state air fields director, listed the primary training quotas as follows:

Alabama Polytechnic Institute, 50; University of Alabama, 50; Birmingham-Southern, 30; Howard, 20; Springhill College, 20; State Teachers College, Florence, 20; State Teachers College, Jacksonville, 20; State Teachers College, Troy, 10; Tuskegee Institute, 20 or 30.

Quotas for advanced training are: University of Alabama, 20; Alabama Polytechnic Institute, 10; Birmingham-Southern, 10; Howard College, 10; Springhill College, 10; Tuskegee, 10.

Civil Aeronautics Administration will spend more than $140,000 on ground and flight training, Rountree said. Primary courses end Jan. 31 and advanced training Jan. 15.

Birmingham has been selected as the location for one of the six district offices in the Southeast region. The district office staff will consist of a flight specialist, a ground school specialist, a maintenance specialist, and a stenographer.

ASKS $1,000,000 FOR NEGRO AIR PILOT TRAINING

Edgar Brown Requests Congress to Earmark Amount for Race

The Senate Appropriations Committee headed by Senator Alvin Adams (Dem.), Colorado, received the appeal of Edgar G. Brown, president of the United Government Employes, Inc., requesting that Congress earmark a million dollars of the $30,000,000 Civil Aeronautics Administration fund granted by the House, Monday in H.R. 10539 for Tuskegee Institute, and Harlem Air School, Chicago, conducted by National Airmen's Association, Willa Brown, director.

This supplemental national defense appropriation authorized expansion of the nation-wide air pilot training through the purchase of necessary land and adequate facilities.

Favorable action by the Senate Appropriation Committee on Mr. Brown's proposal would assure equal training for Negro air pilots, which they are now almost wholly denied.

Mr. Brown pointed out that there are now in operation a dozen or more large well equipped airports training centers in the North and South supplying the U.S. Army with primary pilot training, but not one of which trains Negro air pilots.

This, despite Public Law No. 18 and the Schwartz (Senator H. H. Schwartz, Dem., Wyoming) amendment, stating specifically that, "One or more of these air training schools shall be designated by the Civil Aeronautics Administration under rules and regulations prescribed by the Secretary of War for the training of any Negro air pilot."

Census Reports 231 Aviators Increase 100%

WASHINGTON

The Census Department reports the number of colored aviators increased from 125 in 1939 to 269 in 1940.

This increase of more than 100 per cent is due to the 68 student and 79 private flyers.

A. and T. College in North Carolina, Delaware State College, Howard University, Hampton, Tuskegee and West Virginia State are now offering courses in aeronautics.

Students Eager

Reports show these students quickly filled quotas and did well in exams given by the Civil Aeronautics Administration.

The list shows 7 commercial flyers, 2 limited commercial, 102 private, 18 solo and 140 students as follows:

Commercial Pilots

ILLINOIS

Cornelius R. Coffey, Earl W. Renfro

MASSACHUSETTS

John W. Green, Jr.

NEW JERSEY

Robert Terry

PENNSYLVANIA

George W. Allen, Chas. M. Ashe, and Charles A. Anderson.

Limited Commercial Pilots

ILLINOIS

Willa B. Broen and Grover C. Nash.

Private Pilots

ALABAMA

Mackie J. Caldwell and Daniel L. Coar.

DELAWARE

Fred Governs Cephas, Hallie E. Coleman, Frederic R. Parker, Norman Travis and Robert H. Williams.

DISTRICT OF COLUMBIA

Robert W. Briggs, Charles R. Byrd, W. W. Clayton, Joseph W. Dixon, Roscoe Hankins, Jr., Nathaniel M. Hill, Elmer D. Jones, Jr., George W. Miner;

Paul G. Mitchell, John S. Perry, John R. Pinkett, Jr., Clarence G. Southall, Yancey Williams, and Andrew D. Turner.

GEORGIA

Stephen M. Harris.

ILLINOIS

Barney Q. Duncan, Earl N. Franklin, Fred Hutcherson, Jr., William H. Paris, John C. Robinson, Dale L. White, and Edward L. Wilson.

MASSACHUSETTS

Harold C. Hayes, and Rostell C. Wheeler.

MARYLAND

Reuben W. Sharpe.

OHIO

Lloyd S. Hatcock, Erwin B. Lawrence Jr., Mac Ross, and Perry H. Young, Jr

NEW JERSEY

Walter T. Cooper, Frederick H. Moore, Milford W. Stanley, David E. Woody, and Spann C. Watson.

NEW YORK

Vernon Bailey, Jesse Brooks, Jr., Dorothy A. Layne, Laurence E. Lytle, Alfred J. Martin, William W. Morrell, Verdell L. Payne, Justo R. Sully, and Chas. Ware.

NORTH CAROLINA

Clarence J. Barnes, Walter H. Clark, Willie H. Fuller, and Elbert Pettiford, Jr.

PENNSYLVANIA

William M. Dillon, Roscoe DuBois Draper, Marshall L. Fields, Abram D. Jackson, Edward A. King, William R. Thompson.

RHODE ISLAND

Ralph H. Davis.

SOUTH CAROLINA

Willie Ashley, Jr., and Clarence W. Barnes.

TEXAS

Claude R. Platt, Reynolds D. Pruitt, Bethel Julius Strode, Charles E. Wallace.

VIRGINIA

George E. Ayers, Walker I. Lawson, Philip F. Lee, A. A. Walden, Charles C. Wright, Andrew Maples, Jr., Peter G. Fuller, and Leroi S. Williams.

WEST VIRGINIA

Charles S. Brown, L. D. Davis, Jos. W. Grider, Ralph E. Jackson, Robert L. Robinson, Daniel A. Rogers, Rose A. Rolls, and Alfonso L. Dowell.

Solo Pilots

PENNSYLVANIA

Raymond L. Jackson.

DISTRICT OF COLUMBIA

James W. Douglas, Jr.

NEW YORK

Walter M. Caldwell, Jr., and Archie Smith.

ILLINOIS

Stanley E. Bowles, Jr., Albert Cosby, Joe Hardy, Harold Hurd, Charles Johnson, Charles R. Johnson; Lola Jones, Albert P. Stump, John J. Taylor, and William M. Wells.

Student Pilots

ALABAMA

William H. Burgess, William A. Campbell, Quentin E. Gaillard, Harvey Johnson Guinn, Mildred L. Hemmons, Benny F. Newton, Wendell E. Gaillard, Leroy E. Baker, and Roland T. Foster.

CALIFORNIA

Dick C. Brown, Roy M. Edmonson, Vincent M. Herron, Donald A. Hawkins, Irvin E. Wells, Carl D. Booth, Leo Draper and Navaldo Marreno.

DISTRICT OF COLUMBIA

Bonita E. Harvey, John H. Hurd, Edward M. Jenkins, Andrew I. Martin, Clarence J. McDonald, Joseph W. Rollins, Harold E. Smith, William A. Taylor, Andrew D. Turner and Nelson C. Howard.

FLORIDA

Percy G. Brown.

ILLINOIS

Simeon E. Brown, Rachel L. Carter, John I. Dickerson, Leroy Garrett, Norman D. Gray, Theodore Grimmett, Clyde B. Hampton, Edward H. Johnson, Jack A. Johnson;

James Pleasant, Hermon Ray, James H. Waterford, George J. Webster, Oliver J. Benton, Edgar A. Clark, Samuel J. Cullers, and Clarence R. Dougan.

MARYLAND

Leon D. Paris.

NEW JERSEY

Edward V. Lee, John A. Parker, and Spann C. Watson.

NEW YORK

Charles W. Alleyne, Jr., Leon A. Chips, Charles W. Dryden, Hubert F. Julian, Wayman H. Williams, Harry B. Swire, George G. Daniel, Elviston C. Callender, Jesse J. Howard, Charles H. Peeples, and James U. Lunceford

NORTH CAROLINA

Homer E. Harris, Joe R. Massey, Horace Hayes, Perfect W. Sloan, Graham Smith, Clarence V. Knight, and William A. Jones.

OHIO

James V. Evans, Theodore R. Fitts, Ralph Franklin, Jr., Raymond D. Hampton, James W. Neely, Sanford E. Roan, Leonard E. Wilburn, and Charles E. Lowery.

PENNSYLVANIA

Lewis J. Luchie, Charles V. Proctor, Wendell M. Smith, Russel Childs, Oscar W. Holmes, and Harris D. Lynk.

SOUTH CAROLINA

Roy K. Davenport, and William W. Hutchinson.

VIRGINIA

George R. Bolling, Roland A. Brawner, Renaud O. Brown, William D. Carroll, William O. Hall, Jr., Otis T. Harris, Ernest Henderson, Richard L. Hurt, Moses W. Somerville, John Daniel Wragg; Roger B. Franklin, Charles T. Riley, James E. Wright, and Jesse J. Mitchell.

WEST VIRGINIA

William A. Alexander, Robert W. Bowles, James E. Caldwell, Peter W. Cassey, Raymond E. Davis, James C. Evans, Alfonso E. Gore, James T. Harper;

Leroy P. Harris, Edward L. James, Jr., John H. Hunter, Langdon E. Johnson, and Leonard E. McGhee.

MISCELLANEOUS

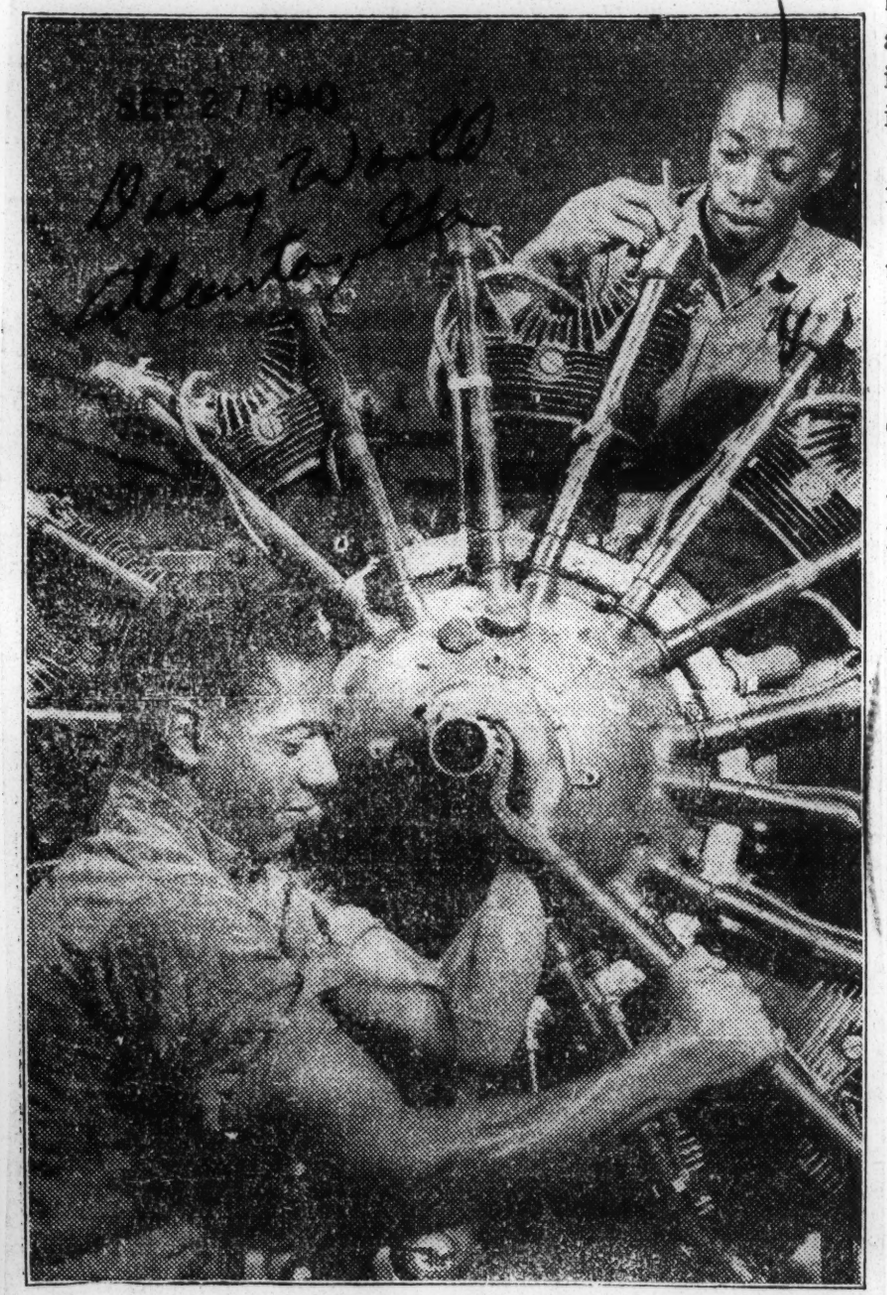
James C. Arthur, Mo.; Russell M. Bradley, Tenn.; Howard G. Brown, Minn.; Samuel N. Bruce, Wash.; Deroy Coleman, Jr., Minn.; Gus Coleman, Ga.; Lemuel R. Custis, Conn.; Charles W. Daniels, Wash.; Lavon Davis, Neb.; Samuel G. Elbert, Dela.;

R. E. Evans, Mo.; Rudy Harden, Wash.; Axel W. Henri, Virgin Islands; William Lathan, Tenn.; Neal V. Loving, Mich.; Henry McSmith, Mich.; David L. Scott, Miss.; Sylvester White, Tenn.;

Harry E. Anton, Fla.; Wm. M. Hampton, Mich.; Arthur S. Harroll, Montana; Brennan L. King, Wash.; Bennie Mayes, Mich.: Octave J. Rainey, La.; Wallace P. Reed, N.H.; Herbert M. Samuel, Ga.; Earle C. Seaforth, R.I.; Jerry Suggs, Ind., and Charles M. Warren, Texas.

To Be Air Mechanics

SEP 27 1940
Baby World
Editor Dept



Two of the NYA's aviation mechanics are shown in training at Ohio's NYA Wilberforce work experience center, on the campus of the famous college at Xenia, Ohio. S. Burns Weston, Ohio NYA administrator, said the NYA aviation unit at Wilberforce may be enlarged soon to provide additional training for Negro youth in jobs essential to national defense.

Flying Comes To Missouri

SEP 27 1940

The opening of the school for teaching student flyers by Lincoln university at Jefferson City is a step of far-reaching importance. Every time a deadline is set across which Negroes surge, however they accomplish it, the color line is wiped out that much and the American people become that much more united.

The Call

It goes without saying that getting this school was not easy. Without bothering to see how regulations work out for Negroes, the government is in the habit of making rules that suit whites. The poor black citizen, absolutely the same in aspiration, but set apart by arbitrary custom from the same preparation, is required to match performance though handicapped. It is not fair, but that is our America.

Kansas City

The bright side of this dark picture is that here and there the happy combination is found of white persons who disregard custom, and Negroes who can make good. Out of those contacts come the pioneers who prove the race's capabilities. Behind them come enterprising organizations, like our Lincoln university attempting on a big scale what an individual Negro has done.

Mo.

Once there was a single college graduate. Today Negroes have a host with the degrees of master and doctor. The Government should have given flying its start among us long ago. It did not. We get it anyway.

With each new step Negroes run afoul of the criticism of their trying which expresses itself in doubt of their getting a chance to use their new knowledge. "What's the use of a Negro boy learning a trade which his people are not permitted to work at?" says the school system when it fails to teach Negro children all that it offers whites. It patterns its logic on that of the mother who warned her son not to go in the water until he learned to swim! By some mysterious spiritual strength within, Negroes challenge the future, preparing to do what they are not yet admitted to do. It is well. Of such is progress made! Up from the primeval ooze of which the scientist speaks, man has made his way. Negroes show themselves at their best when they rise above the unusual difficulties that beset them as they do when they learn flying.

Ask Million for Race Aviation

Journal and Guide
Norfolk Va

Urge Purchase of Land For Training In Southern Areas

OCT 5 1940

WASHINGTON, D. C. — The Senate Appropriations Committee headed by Senator Alvin Adams (Dem.) Colorado, received the appeal of Edgar G. Brown, president of the United Government Employees, Inc., requesting that Congress earmark a million dollars of the $30,000,000 Civil Aeronautics Administration fund granted by the House Monday in H. R. 10539 for Tuskegee Institute, Tuskegee, Ala., and Harlem Air School, Chicago, conducted by National Airmen's Association, Willa Brown, director.

This Supplemental National Defense Appropriation authorized expansion of the Nation-wide air pilot training through the purchase of necessary land and adequate facilities. Favorable action by the Senate Appropriation Committee on Mr. Brown's proposal would assure equal training for Negro Air pilots, which they are now almost wholly denied.

Mr. Brown, pointed that there are now in operation a dozen or more large well equipped airports aind pilot training centers in the North and South supplying the U S. Army with primary pilot training, but not one of which trains Negro air pilots despite Public Law Now 18 and the Schwartz (Senator H. H. Schwartz Dem. Wyoming) amendment stating specifically that "One or more of these air training schools shall be designated by the Civil Aeronautics Administration under rules and regulations prescribed by the Secretary of War for the training of any Negro Air pilot."

It was also emphasized by the U. C. E. representative that the Civil Aeronautics Administration is prohibted by federal statute, Public Law No. 153 from denying the benefits of the CAA pilot training program on account of race, creed or color.

This would be done unless funds are immediately utilized to purchase land in the South where there are no air ports or modern equipped air training fields for the use and instruction of Negroes in flying equal to that provided for all other American youth.

The demands of this matter become imperatively urgent in view of the "draft" law, which also prohibits discrimination on the basis of race, or color and since hundreds of the 36,000 colored draftees to be inducted this year in the military service will be qualified and desirous of assignments to the U. S. Army Air Corps.

The purchase of land and the building of proper flying facilities by the CAA as Tuskegee Institute in Alabama and Chicago at the Harlem Air School, now under supervision of Negro instructor's will afford a proper beginning for a nation wide air pilot training program for Negro citizens.

OCT 5 1940

AVIATION- 1940

'Yellow-Dog' Contract In Plane Plant

Urban League Investigator Uncovers Nazi Tactics Among Workers Who Make Airplanes for U. S. Navy

Existence of a "yellow-dog" contract among workers in an airplane manufacturing plant which supplies planes to the United States navy was revealed this week in an investigation of activities which are tending toward "Germanizing" America.

The investigation, made by an expert fact-finder on the staff of the Kansas City Urban League, was made public this week following the exposure in last week's Call of a lily-white policy at the Missouri Aviation Institute located at the Kansas City Municipal Airport.

The investigator, Hightower T. Kealing, points to the "yellow-dog" contract as a threat to American democracy the test of which, he says, "will depend somewhat upon what America will do for her black citizens."

In an advertisement some weeks ago the Missouri Aviation Institute which trains airplane mechanics specified in the daily press that white students only need apply, inferring that Negroes would not be admitted as students.

When the Urban League investigator asked the Institute why Negroes were not admitted, the officials of that school "explained" by saying that it had a contract to furnish workers to the Consolidated Aircraft Corporation of California and that the contract specified that all workers were to be white.

It was further revealed that the workers in this airplane manufacturing plant have a "yellow-dog" contract under which they pledge not to work beside a Negro.

Such un-American tactics and others are revealed in the report of the Urban League investigator which is made public by The Call this week.

The report in full, addressed to the editor of The Call, follows:

* * * *

Editor, The Call:

At a time when America needs national unity which will be attained only through real democracy, I call to your attention some situations here in our own city that should be known. The American Negro has been a pretty apt pupil in the school of American democracy, even though he did start under a handicap.

He has been a better pupil than many are willing to admit. One great American standard is education. The destiny of a nation is intimately bound up with the education of its people. Despite handicaps and limitations, the Negro has responded fully to his educational opportunity.

The dollar sign is another American symbol. The Negro, who is only 75 years out of slavery, has acquired approximately two billion dollars in wealth, operates 70,000 business enterprises in the face of keen competition, and owns some 20 million acres of land. Over a million and a half Negro families buy one or more of the 150 Negro newspapers which six and a quarter million Negroes read.

Free slave labor of three centuries laid the base for the industrial and economic pyramid which is excluding the Negro gradually year by year.

Patriotism is another American pride. Look at the devotion of the Negro to the flag. Crispus Attucks at Boston Common, Peter Salem at Monmouth, Negro soldiers on Long island died to a man to prevent the capture of the American army. Three thousand Negro soldiers fought side by side with whites in the Revolutionary war.

Black soldiers were with Commodore Perry at Lake Erie and with General Andrew Jackson at New Orleans. Negro cavalrymen went up San Juan Hill. 380,000 Negroes enlisted in the service for World War. 200,000 went to France and 40,000 were among the first Americans to get into action. General Pershing commended them for their fine capacity for quick training and eagerness for the most dangerous work.

Loyalty is another virtue of a democracy. Negroes have been trusted as messengers and servants with military and diplomatic secrets and not one as far as the records will show has ever been a spy, an agent for enemy countries or been arrested as a saboteur or accused of treason.

If America is to show its own citizens what democracy means, the time is now. To be sure of their loyalty and patriotism in the time of grave danger, it should encourage it and reward them in times of peace.

Here in Kansas City, the Missouri Aviation institute refuses to train Negro enrollees because it supplies its graduates to a California plant which has among its workers a "yellow-dog" contract that pledges them to refuse to work beside a Negro. It need not follow such a policy. The Sweeney school in Kansas City, Kas., will accept Negro students, altho to date it has had none because it was felt some difficulty might be experienced in finding them a job, even though it does not guarantee a job to a graduate. This school is not a government approved school as is the Missouri school. There is a possibility that Kansas City may become one of the areas slated to become an airplane building center, with schools subsidized by the government.

The United States Navy Recruiting office in Kansas City says that the only openings for Negro men in Army service out of Kansas City are in the cavalry branch at Fort Riley. At present there are only eight openings. A young Negro applicant who came to the Urban League recently states that for two years, once a month, he has tried to enlist for assignment to the unit at Fort Leavenworth, but because here have been no openings he has not been permitted to make an application.

The United States Navy Recruiting station claims that the only division to which young Negro men are admitted is in the messman branch and are not eligible for any other branch of the service. All promotions of Negro sailors are made within the messman branch from mess attendant third class (the lowest rating) to officers steward, first class (the highest rating).

The branch of service was formerly done by Philippinos and when their independence was declared the navy department began to replace them with Negroes. The work of the mesman's branch comprises assignments to the kitchen and dining room, and to keeping ship decks and guns cleaned. After 30 years of service, a retirement wage is $94.50 per month. All enlistments are for six years.

Work in Panama Zone

The Kansas State Employment service in Kansas City, Kas., states that despite a rumor that Negroes are not being given a chance for the rebuilding work in the Panama Canal Zone, it will refer qualified Negro applicants along with others.

The work calls for railroad sheet metal and wood workers, draftsmen, railroad engineers, conductors, brakemen, riveters, etc. They must be 21 years of age at least and not over 40 with four years' experience in the work for which they apply in the past five years. The applications are sent to Washington for final selection.

What some of these other countries are experiencing within their own borders from "fifth columns" and many others who feel they have some grievance against the country in which they live, should point a path for the United States. The most loyal defenders in time of war will be those who have been well treated in time of peace. America can gain a lot in time of peril from her black citizens if she will.

She will have at hand a vast reservoir of physical, cultural and spiritual energy, the tapping of which will enrich and replenish the blood stream of democracy in the not too future day when she too may have to grapple with force and totalitarianism. The Negro can and will benefit too, in that he will achieve a greater sharing in the opportunities for advancement, the like of which as a race he has nowhere except in America. He can be raised from among the ill-fed, the ill-clothed and the ill-housed to an even better citizen of this country.

The test of American democracy will depend somewhat on what America will do for her black citizens. Will she be deprived of the loyalty of one-tenth of her human resources when their need for their loyalty will be greatest or will she grant to those who have been patient and loyal the full benefits of democratic life and gain the'r even greater loyalty and patriotism?

It seems to me that if the United States feels that it is in a position to extend a hand of welcome to refugees from foreign lands (and they need it) when the hand of persecution has rested heavily upon them it can by the same token afford to lighten the heavy hand which has rested upon the darker brother who has contributed to the upbuilding of the nation.

Secretary,
Urban League.

Hampton To Offer CAA Pilot Training In Summer Months

HAMPTON INSTITUTE, Va.—Cooperating with the national government through the Civil Aeronautics Authority, Hampton Institute is offering courses in aviation during the summer 1940, thus affording unusual opportunities for Negro youth to qualify as civilian pilots.

Briefly these courses will cover ten weeks of intensive instruction in the ground and flying operations of aviation, and individuals successfully completing the course will be awarded a civilian pilots license. In order to be eligible the individual must have completed all freshman subjects in a college of recognized standing and pass the necessary physical examination.

The present cost to the student is only $91, whereas such a course would ordinarily cost approximately $500. It should be noted also that the $91 covers registration, room and board for ten weeks and all incidental fees.

The course begins July 1 and ends September 7, 1940. The enrollment is limited to thirty students, and those desiring admission should apply at once to William M. Cooper, director of the summer school, for necessary application blanks.

Each student, however, will receive only from one-half to one hour of instruction a day.

Participating institutions include:

Alabama—Alabama Polytechnic institute, Auburn; Birmingham-Southern college and Howard college, Birmingham; Spring Hill college, Spring Hill; State Teachers' college, Florence; State Teachers' college, Jacksonville; Tuskegee institute, Tuskegee, and the University of Alabama, Tuscaloosa.

Tennessee — Austin Peay Normal school, Clarksville; King college, Bristol; Southwestern college, Memphis; State Teachers' college, Johnson City; State Teachers' college, Memphis; Union university, Jackson; University of Chattanooga, Chattanooga; University of Tennessee, Knoxville; Vanderbilt university, Nashville, and State Teachers' college, Murfreesboro.

Georgia—Armstrong Junior college, Savannah; Georgia Military college, Milledgeville; Georgia Tech, Atlanta; Gordon Military college, Barnesville; Mercer university, Macon; Middle Georgia college, Cochran; South Georgia college, Douglas; South Georgia Teachers' college, Statesboro; University of Georgia, Athens.

Chattanooga, Tenn., Daily Times
June 15, 1940

CAA TO TRAIN 2,130 IN SOUTHERN AREA

Pilot Training Program at 62 Southern Schools and Colleges Starts Today

ATLANTA, June 14 (AP).—Training of 2,130 civilian airplane pilots is to start tomorrow in sixty-two southern schools and colleges, the Civil Aeronautics Authority announced today.

The special ninety-day summer course, officials said, is planned on a basis of instruction twelve hours a day, six days a week. The pilots are to be drawn from Region 2, including North and South Carolina, Florida, Georgia, Tennessee, Alabama, Mississippi and eastern Louisiana.

Montgomery, Ala., Advertiser
June 25, 1940

Echoes Are Given Of Pilot Club Convention

Pilot International held its 19th annual convention in Memphis, Tenn. June 20, 21, 22, with headquarters at the Peabody Hotel, when over 300 Pilots were registered representing practically every State in the Union, Canada and Mexico.

The business sessions, which were held in the beautiful Skyway, were presided over by Mrs. May Pynchon of Jacksonville, Fla., president of Pilot International.

Miss Carrie B. Allen, of the Montgomery Club, field representative of Pilot International, was an outstanding figure at the convention. Her goal of 12 new clubs for the year, which had been set by the international executive board, was surpassed by 13, her line of duty having taken her across the continent and down into Mexico. Work is going forward at this time to organize clubs in Cuba, Hawaii, and the extreme western States.

Life and health, which has been the major objective of the club for the past five years, was readopted as its objective for the next 10 years.

Pilot International was presented with a gavel by Hon. Walter Chandler, mayor of Memphis, who stated that there were only two of these in existence, which were made of the wood from the old steamer "Robert E. Lee," the other having been given to the Shriners.

At the close of the voting poles on Saturday, it was announced that Mrs. Ina Drake, of Memphis, was elected president of Pilot International for 1940-41. Alabama received recognition in the selection of Miss Harriett McSwean, of Selma, as treasurer.

Outstanding speakers at the convention included Senorita Minerva Bernardino, vice-president, Inter-American Commission of Women, Dominican Republic, whose subject was "Our Inter-American Neighbors;" Mrs. Herbert Harper, attorney and news commentator, spoke on "Current Situation;" Miss Mary Pickford, of motion picture fame and an ardent American; and Judge Camille Kelley, of the Memphis Juvenile Court, and honorary member of Pilot International.

Miss Pickford, in her address, demanded that women use their many opportunities to make democracy work, pointing out the tremendous influence of woman over man. After her speech the delegates voted to give an ambulance for war relief work in Europe, the approximate cost of which will be $1,200. The ambulance will carry the insignia and the true spirit of Pilot International.

Miss Pickford will be made an honorary member of Pilot International. Judge Kelley, in her speech, "Women and Citizenship," emphasized woman's opportunity to do her part by lending color, charm, and beauty to a darkening world.

Social features of the convention were outstanding, beginning with a reception in the cadet room on Thursday evening, a welcoming luncheon at Friday noon, a plantation party at the beautiful Colonial Country Club Friday evening when Pilots and members of the Junior Chamber of Commerce were present and enjoyed all the traditions of the old South, following negro singing and orchestra. A trophy breakfast was held Saturday morning at which time clubs were awarded for outstanding work accomplished. The banquet Saturday evening, given in the ballroom of the Peabody Hotel, was the climax of these activities, with Miss Pickford and Judge Kelley as honor guests.

Houston, Texas, was selected as the 1941 convention city.

The Montgomery Pilot Club was represented in Memphis by Mrs. Ernestine Lyon, president of the club; Mrs. Elizabeth Snow, Mrs. Jennie Mae Looney and Miss Ethel Bozeman.

231 RACE PILOTS GIVEN LICENSES

Courier
Pittsburgh, Pa.

Washington, D. C. Leads With 25—New York and Pennsylvania Next—Courier Gets Complete List.

OCT 12 1940

WASHINGTON, Oct. 10—Twenty-five of the 231 colored aviators granted various types of pilots' licenses during the current year are concentrated in the Nation's Capital, according to information recently released by the Civil Aeronautics Authority. New York State was next highest with 14, according to the report, while Pennsylvania was third with 12.

In carying out the program, the administration authorized the following institutions to offer courses in aeronautics:

A. and T. College of North Carolina, Delaware State College for Colored Students, Hampton Institute, Howard University, Tuskegee Institute, West Virginia State College, and the National Airmen's Association of America.

Reports, it was said, indicated that colored students filled the quotas allotted their respective colleges and did well in the examinations given by the C.A.A.

The statistics and facts also seem to indicate that in the future the progress of the Negro in aviation will depend on the extent to which members of the race are able to obtain good training.

AVIATION- 1940

SEEK STUDENTS FOR TRAINING AS AVIATORS

Extend The Deadline For Application For Course In Chicago

In an effort to secure students of the highest calibre, deadline for applications for the special demonstration unit of the Civilian Pilot Training Program here in Chicago has been extended until April 15.

Under the plan, the Civil Aeronautics Authority is offering scholarships to 20 young men in primary and advanced flying. Applicants must be between 18 and 25 years of age, American citizens, in good health and have a minimum of two years college training.

A committee of which Dr. M. O. Bousfield of the Rosenwald fund and the Chicago Board of Education is chairman, will select 20 from among the applicants for the scholarships.

The training course will be given in Chicago under the direction of Willa Brown, nation's highest ranking Race aviatrix, and H .S. Darr, head of Chicago School of Aeronautics, in Glenview, just north of Chicago.

The course of training which will extend over a period of six months will cost the students approximately $500 if he lives outside of Chicago.

As estimated entrance fees including physical examinations, insurance, books and other incidentals will amount to $40. Living expenses per month will amount approximately to $70 which must be borne by the student.

Class hours have been so arranged that students might work during their training period. No guarantee of financial assistance is offered, it being left to the student to secure employment if he doesn't have the money or is not sponsored by some local organization.

Theory classes will be held in the evenings at Phillips high school and flight instruction is limited to two clock hours per day.

The type of training offered in this course will be given nowhere else in the United States and persons seeking furthe. information or wishing to file applications should contact Dr. M. O. Bousfield, chairman, selective board, Civilian Pilot Training Program, 4901 Ellis avenue, Chicago, Ill.

Deadline for filing applications for Chicago's non-college pilot training program closed March 1.

Unknown Te... Makes $50 Gift To Air Derby

GALVESTON. — (Special to the Call—A generous but mysterious "Texas friend" sent a cashier's check for $50 to the headquarters of the National Air Derby, 2728 Avenue H., here last week.

The anonymous giver penned this note to the check: "Use it toward the success of Negro aviation and derby. Both will make me very happy."

PLAN AIR RACE FROM GALVESTON TO NEW YORK

By JAMES W. DOUGLAS, JR.

Plans have been launched for an air derby, participated in by colored flyers, to be held this summer, it was learned in aviation circles here this week. The plan is to hold a prize contest flight from Texas to the New York World's Fair, where the winner will be presented his prize.

Washington pilots who have announced their intention of entering are C. Alfred Anderson, Howard University flight instructor, and the writer.

All colored flyers are invited to participate. Applications must be filed by June 25 at the offices of the Texas Consolidated Aircraft and Aeronautics Association, 2728 Avenue H. Galveston, Texas.

The exact route to be followed in the race has not been designed as yet. Committee members are still making reception preparations and route plans.

B. J. Strode, amateur flyer of Galveston, has already filed his entry papers.

Only licensed and qualified pilots with merit certificates granted by U. S. Bureau of Air Commerce will be permitted to enter the competition.

OFFICERS OF NEW W. VA. FLYING CLUB

Shown here are officers of the recently organized Kanawha chapter of the National Airmen's Association of America at the hangar of Wertz Field, Institute, W. Va. Left to right: William A. Robinson, business manager; J. W. Grider, president; J. C. Evans, adviser; Rose Agnes Rolls, secretary; F. J. Lacy, treasurer, and Marshall L. Fields, vice president. The plane shown belongs to President Grider.

WANTS TO WAR DEPT. THE LAW

By A. E. White for ANP)

npt of a government de- ongress, Senator H. Styles ted out the failure of the war department to observe the law in the matter of military training in aviation for Negroes, and asked where the blame could be placed for such evasions.

Thus far, according to the information of the senator, white aviation aspirants only are being trained for military service, receiving every consideration granted under the law and being permitted to enlist in the army for further training upon completion of their three-month preliminary course.

MEANS NOTHING TO WAR DEPT.

In order to prohibit just such discrimination, Negroes were specifically named in the legislation. However, the autocratic war department has seen fit to completely ignore the law as it applies to colored applicants and Senator Bridges introduced a letter into the Congressional Record to prove his contention.

Senator Thomas of Oklahoma was on the floor describing conditions of unpreparedness as he saw them on his recently completely 30,000 mile tour of the country. Senator Bridges asked if Senator Thomas would yield a question.

"A moment ago, the senator spoke about his desire to clear up some uncertainties," said Bridges, "I do not want to embarrass the senator at all or embarrass the war department: but I should like at this time to call attention to the last military appropriation act, which was approved on April 3, 1939; and I should like to quote from Section 4 of that act. It reads:

" 'The secretary of war is hereby authorized in his discretion and under rules, regulations and limitations to be prescribed by him to lend to accredited civilian aviation schools, one or more of which shall be designated by the Civil Aeronautics authority for the traing of any Negro air pilot, at which personnel of the military establishment are pursuing a course of education and training pursuant to detail thereto, under competent orders of the war department. etc.'

BRIDGES OFFERED AMENDMENT

"The senator recalls that I offered an amendment on the floor of the senate to provide facilities for training Negro aviators; and under the able New Deal leadership on the other side, the senator from Wyoming, Mr. Schwartz, offered a substitute which was approximately my amendment, which was carried and provided for the training of Negro aviators. From information which has come to my attention, I find that provision of law has not been carried out; and to complete my statement and in view of the question, I should like to read a letter written to Frank S. Reed, Jr., 5933 Lafayette avenue, Chicago, Ill., under date of Sept. 23, 1939:

" 'Dear Sir: With reference to your application for appointment a flying cadet, you are informed that the war department has taken final action on your application and that your transcript of college credits and other supporting papers have been returned to his headquarters with the statement that inasmuch as there are not units composed of colored men in the air corps at the present time the war department can take no further action with a view of giving you flying traing at this time.

" ' Your transcript of college credits and other papers which accompanied your application are returned herewith.

" 'It is regretted that the non-existence of a colored air corps unit to which you could be assigned in the event of completion of flying training precludes your training to became a military pilot at this time.

" 'Very truly yours,

" 'J. G. Brackinridge,
Major, A. G. D.' "

SEEKS OBEDIENCE

Continuing his address, Senator Bridges then said: "I think this is rather a serious thing. I am in sympathy with these appropriations and the general purpose of this bill for national defense; but I should like to have it a matter of official record that the law was passed. It was passed, I assume by congress in good faith, to provide training for the colored men of this country who desire to participate and secure training as aviators in the United States army and apparently the law today has been ignored. I should like to ask the senator if he is aware of that fact, and, in going forward with this new military bill, what we shall have to do to secure action under the existing law; whether we shall have to reenact the present statute, or just what we shall have to do."

Chicago Aviation Center Offers 20 Scholarships

CHICAGO. — (ANP) — Twenty fortunate young men between the ages of 18 and 25 with at least two years college training will receive scholarships from the Chicago Training center of the Civil Aeronautics Authority for the government sponsored course in primary and advanced flying if they will act quickly. Applications must be in before April 15.

Dr. M. O. Bousfield, Chicago board of education member in charge of selection, last week announced extension of the application deadline to April 15 when the demonstration unit of the course will begin. The ground school and flight training is to be given simultaneously, he said.

The training course, to be given in Chicago under the direction of Willa Brown, the country's leading colored aviatrix, and H. S. Darr head of the Chicago School of Aeronautics, is open to residents and non-residents of Chicago. Non-residents, receiving scholarships are urged to have enough money for living expenses during their six months stay here for the course. Although the student will have some of each day which may be used for employment, the school will not be responsible for placements.

An entrance fee of $40 is required of all students to include a medical examination, personal insurance, initial ground school fee and text books. A sum of $70 per month for living expenses should be allowed by non-residents, according to program sponsors.

Further information regarding the program and applications may be secued by writing Dr. M. O. Bousfield, chairman, selective, Civilian Pilot Training Program, 4901 Ellis avenue, Chicago, Ill.

Texas Aviation Group To Sponsor Air Derby

GALVESTON (ANP) — Aviation enthusiasts from all parts of the country are filing applications to enter the Afro-American Texas to New York air derby to be staged soon, according to an announcement by H. B. Brady, chairman of the sponsoring unit, the Texas Consolidated Aircraft and Aeronautics Association, last week.

The derby, a race from Galveston to the New York World's Fair, has as sponsors outstanding Galveston and national newspapers and business organizations.

Among those filing applications with the director of the event at headquarters, 2728 Avenue H. Galveston, are: Willa Brown, Chicago; Eddie Washington, Arkansas; Dr. A. Porter Davis, Kansas City; Theodore Cable, Indianapolis; Robert A. Powers, San Antonio and B. J. Strode, Galveston.

WORKERS WOULD BE GRANTED 'PERMITS'

But they Would Still Be Denied Membership in Seattle's Aeronautical Mechanics' Union.

By TED WOOD
(Staff Correspondent)

SEATTLE, Wash., June 13. — With clippings of stories from two race newspapers before them and reports of continued agitation by a prominent white minister, Local 751 of the Aeronautical Mechanics Union, received a "compromise" suggestion Wednesday night, whereby the "heat" would be taken off the union because of its refusal to admit Negroes as members.

Pointing out the effects of publicity from the Pittsburgh Courier and the Northwest Enterprise, local race weekly, Victor Hicks told Hugo A. Lundquist, business agent of the union: 'Something must be done to get the heat turned off the union. I suggest that the union stop this publicity by giving Negroes permits to work in the Boeing plant. This does not mean that Negroes would become members of the Aeronautical Mechanics Union."

The Courier did not learn whether the board of directors of the union would use Hicks suggestion. The permit system is used here by an electrical union, and has been branded a "union racket," in that it is charged as much as $25 for permission to work on jobs.

Hicks, whose proposal would relieve the union of any responsibility for the Negro's inability to work at the Boeing Aircraft plant, and would automatically shift the responsibility directly to Paul Fredrickson, Boeing's labor relations executive, is not a member of the Aeronautical Mechanics' Union, nor is he in any way affiliated with the Boeing Aircraft Company, according to company officials.

Just how Hicks fits into the picture as mediator could not be ascertained from the union or company officials.

Local 751 is the exclusive bargaining agency for the Boeing Aircraft Company, a government subsidized industry. Since the Courier expose of the union's anti-Negro policy in February, the fight for the right to work at the plant has gained nation-wide attention. The Rev. Mr. Shorter, militant white pastor of the Church of the People, in his own publication, "New Religious Frontiers," has condemned the union for its policy.

Co-ed's Solo Flight Fatal

NOV 9 1940

ETTRICK, Va., Nov. 7.—While attempting to make a landing at Hopewell Airport last Tuesday at 5 p.m., Theodosia Isabelle Fraser, 22-year-old senior at Virginia State college, crashed and was killed.

Miss Fraser was the leading student in a class of ten which is studying aviation at the college under the auspices of the Civil Aeronautics Authority. She had passed her flight test October 28. The flight in which she lost her life was her second.

The young aviatrix, according to investigators, misjudged her altitude and apparently did not see a tree which struck the right wing of her plane. She pushed in the throttle as the tree caught under the plane's carriage and caused the ship to nose-dive at high speed.

Death from a skull fracture came ten minutes after the crash.

Miss Fraser was a native of Charleston, S. C. She had entered Virginia State in 1937 after a year at the City College of New York. She was majoring in sociology and was due to be graduated in June. She had high standing as a student and was a member of Alpha Kappa Alpha and the Players' Guild.

Her parents are Thaddeus and Jennie Fraser. She has a younger brother in the Navy.

While the student body and faculty mourned, her body was placed on view at a college service Wednesday.

The remains were taken to Charleston by her father, where services were held Monday.

Other members of the class in aviation plan to continue study.

EVERY AIR STUDENT A PILOT

NOV 9 1940

JEFFERSON CITY, Mo., Nov. 7 —(ANP) — Bolting ahead of other colleges in the development of flying students, Lincoln university's class in aviation became 100 per cent solo flyers last week when clement weather made all-day flying possible. Every member of the class has flown alone since the class was organized five weeks ago.

Lincoln university's course in aviation is offered jointly by the school and by the Civil Aeronautics authority, and its ten students are taught by Charles M. Ashe, one of the nation's six Negro flight instructors licensed by the federal government.

The flyers are receiving ground training from Erskine G. Roberts and will get credit for the course in the Mechanic Arts department, of which G. Robert Cotton, is director.

Flying facilities used by Lincoln university students are at the Robertson Flying field near Jefferson City.

Members of the class in aviation are: Herman Merritt, George Carter, Everett Bretcher, Walter Sanderson, Chester Cotharn, Wilbur Long, John Kincaide, Herman Plummer, John Hughes and George Banks.

CAA Girl Pilot Killed In Air Crash

Va. State Co-ed Taking Second Solo Flight

NOV 9 1940

HOPEWELL, Va.—In attempting to land after her second solo flight, Miss Theodosia Isabella Fraser, 21 year old native of Charleston, S. C., crashed her plane at the airport here and was fatally wounded Tuesday of last week.

She was the daughter of Mr. and Mrs. Thaddeus Fraser of 181 Congress Street, Charleston.

Miss Fraser, student in the CAA civilian pilot course at Virginia State College, where she was doing her senior college work, died fifteen minutes after the crash in what is thought to be the first CAA casualty in any of the colored colleges which offer the student pilot training.

HITS TREE

The students from the Ettrick Colege, located in a Petersburg suburb, use the Hopewell airport. The young woman, who had already successfully completed her first solo flight, had managed her second trip without mishap up until she tried to land. She lost altitude too quickly and a wing of the plane struck a tree near the edge of the airport.

The student, apparently seeing that she would hit the tree, opened the throttle in an effort to gain altitude. She was too late, however, and the plane hit the tree, continuing to ground with the motor wide open.

STILL ALIVE

The small trainer ship was completely demolished in the crash. When the wreckage was cleared off her, Miss Fraser was found strapped in the cockpit and still alive.

NOV 9 1940

However, within fifteen minutes after the crash, she had died of a fractured skull.

A college service was held on the campus Wednesday night in memory of the popular co-ed, whose untimely death is mourned by every student at the Petersburg college. The service was directed by Rev. Mr. Davis, director of religious activities at the college while Harry W. Roberts, head of the sociology department and Miss Fraser's major adviser, spoke briefly on "Theodosia Fraser—As I Knew Her."

1,200 SEE REMAINS

Closing the service was the Alpha Kappa Alpha Sorority hymn sung by the girls in the Petersburg chapter to which she belonged. More than 1,200 students, faculty members and friends, passed the bier to get a last glimpse at the courageous co-ed.

After the service, the girl's father, Thaddeus Fraser, returned to Charleston with the girl's remains. She will be buried on Sunday in her native home.

SURVIVORS

Miss Fraser was a mmeber of the Baptist church. She is survived by her father, her mother, Mrs. Jennie Fraser. Her parents have one other younger child.

The crash victim entered Virginia State College in 1937 as a transfer student from City College of New York where she had done one year of undergraduate work. She was a major in sociology and would have graduated in June. She was active in student organizations, and was a member of the Player's Guild.

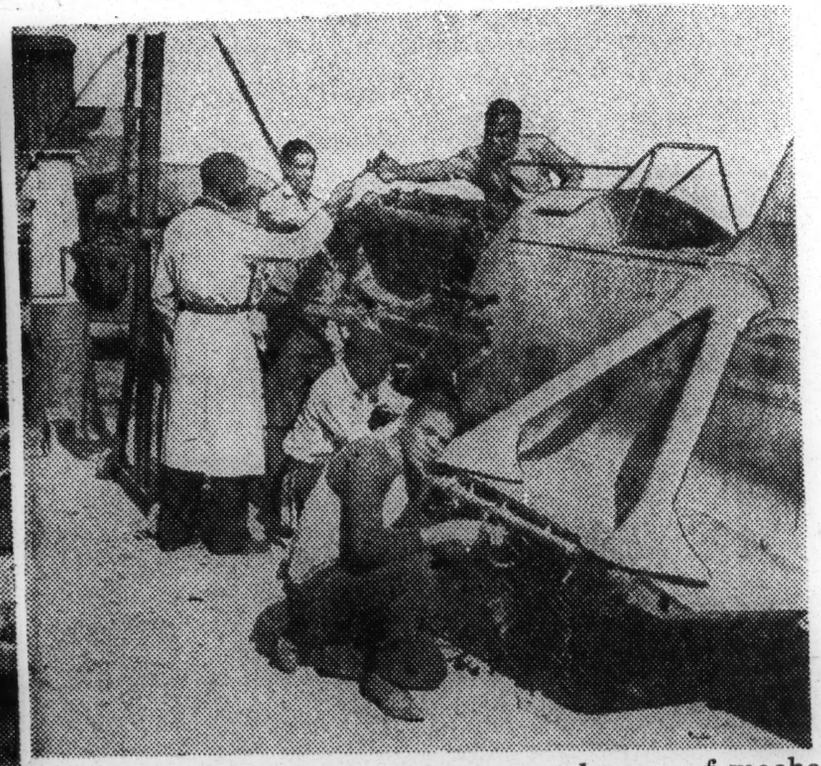
There are ten students in the flight training class at Virginia State College. The flight instruction is given by T. B. Martin at the Hopewell airport. A. C. Phillips of the college is coordinator of aviation instruction.

Her co-student pilots in the CAA course are scheduled to act as pallbearers.

West Virginia State College Proves Colored and White Can Learn Flying Together

The above group, which includes several white students, were in training the past summer at nearby Wertz Field. Reading, left to right, they are: Peter Casey, A. Max Bondurant, George Roberts, Arthur Livers, William Robinson, Alfonso Gore, John Hunter, Arthur Koontz, white; Arthur Shugerland, white; Mohanet Shark, Edward White, Leonard McGhee, Octave Rainey, Johnson Wells and Howard Franz, white.

A. Max Bondurant, pilot-instructor for the West Virginia State College aviation program, who was lauded



Instructor Robert King with a ground crew of mechanics is shown working on a $70,000 Curtiss army attack bomber as part of the CAA aviation course at West Virginia State College.

By EARL W. BROWN

INSTITUTE, W.Va. — Beside taking the lead in the Civil Aeronautics Authority collegiate pilot training program, West Virginia State College offers proof —if the Government wants it— that colored and white youths can be given aviation training together, and in harmony.

Several whites were in the class turned out by the school during the summer. Training of the third group is now in progress.

Among First Selected

When the Government first announced plans for setting up a program of aviation training in various colleges, President John W. Davis was successful in having West Virginia State included among the first schools selected.

A total of sixty-two young men applied for enrollment in the first class of thirty, whereas the four white schools in the State barely had a third of their respective quotas, according to A. E. Goff of Pittsburgh, CAA inspector.

A visit to the school by Dale White and Chauncey Spencer, good will flyers of the National Airmen's Association, lent impetus to the enthusiasm.

First Graduates

Completing the course in the first class were:

James T. Harper, Leroy P. Harris, Alfonso Gore, Peter W. Cassey, James E. Caldwell, James C. Evans, instructor; Raymond E. Davis, Robert W. Bowies, William Alexander, Alfonso L. Dowell, Edward L. James. Jr.;

L. D. Davis, Ralph E. Davis, Ralph E. Jackson, Robert L. Robinson, Daniel A. Rogers, Marshall L. Fields, and Miss Rose A. Rolls, first young woman of her race to make a solo flight under the CAA program.

Instructor Killed

The late Troy W. Newkirk of New York who came to the college just two months prior to meeting his tragic death, was the first colored flight instructor for the institution. Under his leadership, twelve students were making progress in the summer course.

Dr. Davis brought in the NYA program to give mechanical instruction to many students, under the leadership of Robert E. King. The students are taught on a $70,000 Curtiss attack bomber.

Negro Ground Instructor To Aid In Airmen's Commencement

9-12-40

CHICAGO,—(APN) —Neal Simeon, now one of the few CAA ground school instructors, will be one of the flight graduates participating in the Civil Aeronautics Authority commencement exercises planned, for the week of Oct. 14-18 and sponsored by the National Airmen's association.

During this time more than 75 flight and ground school students will receive certificates for successfully completing the CAA preliminary phase of flight training.

ONE OF 20

Mr. Simeon, who is one of the special group of 20 Negro students receiving flight training in the civilian pilot training program, on receiving his CAA ground school instructor's certificate became the third Negro in the United States to attain such a rating.

Besides this accomplishment he finished his ground and flight courses at the top of the class and now holds his private pilots certificate. He will enroll immediately in the secondary flight training course working towards a commercial pilot's certificate.

Interested In Aviation Since He Was a Boy

Mr. Simeon has been interested in aviation since a very young boy. He was graduated from Wendell Phillips High school and was a four year honor student. He entered Armour institute for the mechanical engineering training despite the fact that he had been awarded a scholarship by Northwestern university because of his high scholastic rating and his enviable football record during his high school days.

He believed that Armour institute offered a more concentrated technical course, although football was his favorite sport. Armour does not carry football for sports diversion, bu in the track department Simeon, excelled and was made a member of the Honor A. an honorary athletic fraternity. Boxing was also a phase of Simeon's athletic activities, and in 1937 he went undefeated to the Golden Gloves finals. But he had to withdraw because of scholastic duties.

WON ALPHA SCHOLARSHIP

In his junior year Neal Simeon was elected to Phi Tau Sigma, an honorary scholastic fraternity. He was the only Negro graduate in a class of over 300 and the only Phi Tau Sigma Negro elect in recent years. He joined Alpha Phi Alpha fraternity during his senior year Armour and was awarded the Alpha Phi Alpha National scholarship.

9-12-40

In March, 1940, Simeon enrolled in the civilian pilot training school at Wendell Phillips Evening school under the direction of Willa B. Brown and the National Airmen's association. He has not only succeeded in completing the pilot training courses outlined, but pressed far ahead of his class to qualify as ground school instructor.

Colony" in response to a request made by Governor Clyde R. Hoey, Dr. Frank P. Graham, president of the University of North Carolina, Paul Green, Miss May E. Campbell, Clyde R. Erwin and other leading educators of the state.

Paul Green, who wrote "The Lost Colony" gratis, is now in Chapel Hill writing a dramatization of "Native Son," best-selling Negro novel, with its author, Richard Wright, most original of modern Negro novelists. Author Green was awarded a Pulitzer Prize in 1927 for his first full-length Negro play, "In Abraham's Bosom."

Presented originally in 1937 as the highlight of the 30th anniversary celebration of the founding of the Roanoke Island colonies and the birth of Virginia Dare, "The Lost Colony" has already become an American institution. More than 300,000 persons have seen it, and 50,000 more are expected before the present season closes here with a special Labor Day performance, September 2nd.

Heading the local committee in charge of arangements for Negro Day is John Pigford. He is assisted by Joe Tillett, Lloyd Meekins, Genevieve Scarborough, and Marshall Collins.

D. Bradford Fearing, president of the Roanoke Island Historical Association, and I. P. Davis are members of a cooperating committee.

and now is teaching aeronautics to a class of students enrolled in the second session of the pilot training course financed by the government.

9-12-40

The ground school course covers 72 hours of class instructions, and equips the student with knowledge of the civil air regulations, meteorology, and navigation. The ground school is open to the public, while the flight training is attained through competitive examination on about Sept. 27.

Those competing for flight scholarships must be between the ages of 18-26 years and pass a rigid physical examination with a Commercial CPT rating. Mr. Simeon will start another ground school course the latter part of October.

Negro Aircraft Grad Insulted When Reporting for Job

SEP 21 1940

LOS ANGELES. — (ANP) — Short-lived elation felt by the coast group, when the first Negro was admitted to a school for aircraft training abruptly ended last week.

Reward of William A. Dickinson, Jr. of Bakersfield, only Kern county Negro ever to complete a course in aircraft metal, last week was a curt notation in a call to work from the San Diego Consolidated Aircraft company, "No Negroes Accepted."

The discriminatory order accompanied an offer of employment to all students of the Bakersfield Junior college who has completed study in aircraft metal. Young Dickinson, son of William A. Dickinson, Sr., president of the Bakersfield branch of the NAACP, finished the subject with a straight "B" average.

Negotiations between the Bakersfield school and Consolidated have been in progress since Roy Anderson, aviation instructor of the Junior college at Kern county airport, met with the company personnel manager recently. Six students in aircraft metal were immediately employed.

LINCOLN UNIVERSITY GETS FIRST AVIATION SCHOOL

SEP 2 0 1940

JEFFERSON CITY, Mo.—(Special)—The first C. A. A. aviation course for the training exclusively of Negro pilots west of the Mississippi got under way this week when the 65 applicants successfully passed the rigid physical examination requisite for enrollment in the program. The training is being offered by Lincoln University in cooperation with the Civilian Training Program of the Civil Aeronautics Authority.

Under the direction of G. Robert Cotton, director of mechanic arts at Lincoln university, the course work will be handled by Charles M. Ashe, federal licensed aviation instructor, formerly of Philadelphia, Pa., who will provide all of the flight training; Erskine Roberts, assistant professor of mechanica arts, who will teach forty-eight hours of the ground work required in the course, and John Randolph, flight operator and owner of the Robinson Air Field, Jefferson City, who will provide the remaining 24 hours of ground instruction.

Two Lincoln university graduates are among those scheduled to pursue the pilot-training course, which starts September 15 and concludes December 15, when another session of the same course will get under way. Herman James Merritt completed his course in 1938. Three sophomores - Everett Bratcher, George Carter, Walter Sanderson - two juniors - Chester Cothorn and Wilbur Long, a transfer student from Stowe Teachers college St. Louis and three seniors - John Kincaide, John Hughes, both members of the football squad, and George Banks - complete the roster of the first session of the course.

A clubhouse with offices and recreational facilities adjoins the airfield. Solo flying for the registrants will perhaps begin after the eight hours of instructional flying.

BEGIN STUDENT AIR TRAINING AT LINCOLN U.

First C.A.A. Course for Negroes West of Miss.

SEP 20 1940

JEFFERSON CITY, Mo.—(Special)—The first C. A. A. aviation course for the training exclusively of Negro pilots west of the Mississippi got under way this week when the sixty-five applicants successfully passed the rigid physical examination requisite for enrollment in the program. The training is being offered by Lincoln University in cooperation with the Civilian Training Program of the Civil Aeronautics Authority.

Under the direction of C. Robert Cotton, director of mechanic arts at Lincoln University, the course work will be handled by Charles M. Ashe, Federal licenced aviation instructor, formerly of Philadelphia, Pa., who will provide all of the flight training; Erkine Roberts, assistant professor mech. arts, who will teach forty-eight hours of the ground work required in the course, and John Randolph, flight operator and owner of the Robinson Air Field, Jefferson City, who will provide the remaining twenty-four hours of ground instruction.

Two Lincoln U. graduates are among those scheduled to pursue the pilot-training course, which starts September 15 and concludes December 15, when another session of the same course will get under way. Herman James Merritt completed his course in 1938. Three sophomores—Everett Bratcher, George Carter, Walter Sanderson, two juniors, Chester Cothorn and Wilbur Long, a transfer student Stowe Teachers College St. Louis and three seniors, John Kincaide, John Hughes, both members of the football squad, and George Banks, complete the roster of the first session of the course.

A clubhouse with offices and recreational facilities adjoins the air field. Solo flying for the registrants will perhaps begin after the eight hours of instructional flying.

Flying Cadet Training For Race Youth Offered

Daily World

Atlanta Ga

MEMPHIS, Tenn.—(SNS)—The opening of an opportunity for Memphis colored youths to receive training as flying cadets in the United States army was announced last week when Dr. R. Q. Venson, prominent Memphis leader and outstanding colored legionnaire, disclosed that he has been authorized to distribute application blanks to local colored men between the ages of 20 and 26, who desire to receive training in this branch of service.

Dr Venson stated that the opportunity for colored men to obtain this training is an outgrowth of the American Legion's activities in sponsoring a program for national defense which caused the U. S. War Department to call upon the Legion to assist in the newer defense program growing out of this country's alarm over the present Hitler campaign in Europe.

Application blanks for those wishing the training may be obtained at Dr. Venson's Beale Street office, located at 332 Beale Ave.

Applicants must meet the general requirements for appointment as flying cadets. They must be unmarried citizens of the United States between the ages of 20 and 27 inclusive, of good character, sound physique and in excellent health.

The announcement further revealed that "the War Department in offering to former flying cadets, cadets now in the service who fail because of deficiency in flying, and to certain civilians who meet the prescribed requirements, courses of training to qualify as Navigators, Bombing Instructors or Bombardier. These courses carry with them no pilot instruction."

The physical requirements are somewhat less rid than those required for pilot training insofar as the requirements reference visual acuity are concerned. Applications for this training should be submitted direct to the Chief of the Air Corps. Three letters of recommendation, birth certificate, and educational standing should be furnished.

Memphis is located in the Fourth Corps Area, according to the Army's division of the country, and applicants from North Carolina, South Carolina, Georgia, Florida Alabama, Tennessee, Mississippi and Louisiana are in the Fourth Corps area. Fourth Corps area applicants will make their applicants before boards established at key points as is the Memphis set-up.

Dr. Venson's designation as the key man for Memphis Negro applicants comes as a result of his position as the most outstanding colored Legoinnares in Tennessee. He is the only Negro member of the State Executive Committee of the American Legion.

When word was received that local Legion posts have been called upon to assist in the recruiting of men for the flying service, the colored post of Memphis, Austress Russell Post, Number 27, once the largest colored post in the world, was asked to handle the Negro end of the recruiting work.

Dr. Venson disclosed that the colored post has long been interested in the defense program and the part Negroes might play in it. The Post has recently organized a Post Defense Committee, whose work is to propose and to coordinate with plans for the national defense in the present drive.

It was this committee which designated Dr. Venson to handle the applicaitons for men desiring to enter the flying service.

The local Legionnaires, also stated their plan for organizing a Citizens' Legionnaire Committee, to be composed of Memphis' most prominent colored citizens, whose duty will be to cooperate with all other defense groups in whatever general plan is evolved for the defense of this area and the country.

Work on this citizens' committee has already begun. Monday night, September 30th, has already been set as the time when the group will be asked to meet, according to Dr. Venson. The time place and personnel of the meeting will be announced later.

Full information regarding the applications and other requirements regarding the flying service may be obtained from Dr. Venson at his Beale Street office. The same arrangement applies in regard to the Citizens' Legionnaire Committee that is proposed.

AVIATION- 1940

To The Persistent Go The Spoils

"IF AT FIRST you do not succeed, try, try again"—and that is what has brought the spoils of victory to John D. Reed who recently became the first Negro licensed pilot in St. Louis, Mo. after twice failing in attempts to acquire the coveted distinction.

America needs airmen in the worst sort of way and the story of Mr. Reed's struggle and success might well be held as a beacon light to legislators who have only recently found it a trying matter to provide adequate facilities for the training of Negro pilots.

The plane in which Mr. Reed is shown here was bought for $685 and is nearly ten years old, and its pilot is one who would readily give his services and his antiquated plane to the business of defending American democracy.

Mr. Reed heads a Flying Club of 18 members, including three women who use the plane every Sunday morning getting acquainted with the atmosphere far removed from terra firma.

D.C. Defense Trainees Win High Praise

Many Courses Taught at Armstrong and Phelps

WASHINGTON

Highest commendation of District Work Projects Administration trainees attending vocational training classes at the Armstrong High School and the Phelps Vocational School has been received from their supervisors and instructors by Paul Edwards, District work project administrator.

As part of the administration's national defense contribution, 180 District Work Projects Administration employees are undergoing a six-week vocational training course to form part of the reservoir of mechanics that are so necessary in a modern war machine.

Classes Held Daily

Classes are conducted daily in the machine, automobiles, sheet metal, woodworking, welding, paint spray and airplane maintenace shops and in the drafting rooms of the two schools.

During the first ten days of their training period, the trainees have taken apart jaloppies which were towed in to the training shops and put them together again and set them running, have built drawing tables for the public schools, made lawn furniture for District institutions, drawn details of house construction, etc.

"The character and the abilities of the District Work Project Administration national defense trainees have, I believe, surprised even those who expected much of this defense training course," F. E. Parks, principal of Phelps Vocational School, said.

AIDING AVIATION

GENERAL SPENCER C. DICKERSON, of Chicago, is chairman of the Citizens Committee seeking to secure an airport for Tuskegee Institute, where youths of Negroes from all over the nation may receive advanced training. General Dickerson, former commander of the 8th Illinois National Guard who was retired with the rank of Brigadier General, points out that unless citizens help with funds in this campaign to obtain adequate facilities for training in advanced flying, young Negroes may be left sadly in the rear. General Dickerson's address is 4316 South Parkway, Chicago.

W. VIRGINIA FLIGHT INSTRUCTOR KILLED IN CRASH

The body of Troy W. Newkirke, 46-year-old CAA flight instructor at West Virginia State college, Institute, was taken from the wreckage of a Piper Cub trainer, shown above, after it had crashed into the Kanawha river last Friday morning a short distance west of South Charleston. Miss Esther Smoot, 20-year-old student flier, who was at the control, swa mto safety. Mr. Newkirke, a native of New York, is shown in the upper right inset. In the lower left inseta are (left to right) Willard Casto, owner of the plane, and Lieut. Hu bert Stark, state aeronautics inspector.

IMPLIES RACE MEN ARE NOT CAPABLE OF BEING ARMY PILOTS

WASHINGTON, Aug. 15.—An implication that colored men are not capable of becoming Army pilots was made by General George C. Marshall, Chief of Staff, in his testimony on the second supplemental national defense appropriation bill for 1941 before the House Deficiencies Appropriations Subcommittee recently.

Asked by Representative Louis Ludlow, Democrat, of Indiana, what was being done to carry out the provisions of the 1939 Army Expansion Act for the training of colored pilots, General Marshall declared that there is no such thing as colored aviation at present and that the civilian training provided under the Civil Aeronautics Authority was the proper start for colored men.

ARMY EXPANSION ACT AUTHORIZED TRAINING

The 1939 Army Expansion Act authorized the Secretary of War to lend military equipment to at least one accredited civilian school, where military personnel is being trained, for the training of colored air pilots.

In conformity with this act, the Civil Aeronautics Authority designated the Chicago School of Aeronautics at Glenview, Illinois, for the training of colored pilots, and the Secretary of War lent military equipment to that school, but the Army Air Corps has refused to send any colored applicants to that school for basic training as flying cadets because there are no separate units in the Air Corps for utilization of their services.

The complete text of General Marshall's statement regarding the training of colored men under the national defense program follows:

Mr. Ludlow:

"I want to ask you about the training of Negroes. One of these Negro organizations has written to me, claiming that they are not getting the training that they ought to get.

"I think everybody will agree that if Negroes are to be exposed to the hazards of war, whether in aviation or any other branch of the combat service, they are entitled to training for that service. That is simply elemental justice.

"In Public 18, Section 4, there is a provision for transfer of material for the training of Negro pilots. Can you tell us what has been done under that provision?"

General Marshall:

"The Chief of the Air Corps can give you the details. I would like to address myself to the general question, if I may.

"In the first place, in the colored organizations, a much larger percentage of men re-enlist than occurs in the white organizations. The result is that there are very few vacancies for new soldiers as compared with the vacancies in white organizations.

"In other words, it takes no recruiting effort at all to find the men for the colored organizations. There is even a waiting list. I included in our last augmentation of 55,000 men for the ground forces, there will be colored combat organizations as well as service units.

"As to pilots, there is no such thing as colored aviation at the present time. A start has been made. and I think the C. A. A. is the proper place for that start or beginning to be made."

Mr. Ludlow:

"So you expect to give reasonable consideration to the Negro in that respect?"

General Marshall:

"We are doing that right now."

Mr. Ludlow:

"There was some suggestion about establishing a training unit at the Virgin Islands, training for aviation. It seems that would be a very logical place for such training. You have not heard anything about that?"

General Marshall:

"I do not know about that, sir."

"Representative D. Lane Powers, Republican, of New Jersey. General Marshall, I was very much interested in your testimony on colored troops. I did not hear all of it. But we had in the state of New Jersey a battalion of colored troops. They were not Federally recognized. They had been working with the National Guard Bureau for some time, and they have just received Federal recognition. Of course, we were all quite happy about that.

"Now, General, I have before me Public 703, Seventy-sixth Congress, and I want to read Section B, which you are undoubtedly very familiar with, and ask you just what is being done in accordance with that Section B, which I now read:

" 'The President may, during the fiscal year 1941, assign officers and enlisted men to various branches of the Army in such numbers as he considers necessary, irrespective of the limitations on the strength of any particular branch of the Army set forth in the National Defense Act of June 3, 1916, as amended: Provided, that no Negro, because of race, shall be excluded from enlistment in the Army for service with colored military units now organized or to be organized for such service.' "

"What is being done about that provision? Is that being carried out?"

General Marshall:

"It is being carried out fully."

Mr. Powers:

"I am very glad to hear that."

(Editor's note: The proviso "That no Negro, because of race, shall be excluded from enlistment in the Army for service with colored military units now organized or to be organized for such service," is meaningless and ineffectual).

Negro Pilots

From The Chicago Tribune

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It is to be hoped that Mr. Ludlow will see to it that the intention of congress is not defeated by burocratic buck-passing. This is said not only in protest against discrimination but also in recognition of the very large contribution to national defense which may be expected of Negro pilots.

The first requisite of a military flyer is quick nervous responses. He should have a superior sense of balance, excellent muscular coordination, a good sensory apparatus, a sound body. In short, the qualities which make a good athlete are required of a flyer. Of course he should have physical and moral courage as well. In all of these qualifications Negroes have given ample demonstration of their fitness. A race which has produced, in the span of a few years, Joe Louis, Henry Armstrong, Jesse Owens, Jefferson of Northwestern, Ozzie Simmons of Iowa, a substantial number of Golden Gloves champions, and a score of other absolutely top-notch atheletes provides a rich resource which ought not to be lost to the country through prejudice. In the face of this record suggests that the country would lose less by refusing to train Negroes than by refusing to train Harvard, Yale, and Princeton men for the flying corps the physical fitness and courage of world champions of their race can be questioned by any reasonable man.

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Start Pilot Training Course At Virginia State College

Amsterdam News
New York, N.Y.
OCT 12 1940

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The cost of the entire 15 weeks' course is only $25. The small fee covers the cost of insurance, physical examination, and tuition. Upon completion of the preliminary course, the student is eligible for a private pilot's certificate, said Mr. Phillips, adding that the same training if purchased from a private school or agency would cost the student three or four hundred dollars.

An advanced course will be offered at the college it is expected, after January 15, which is the date on which the preliminary course will be completed. Advance training will be patterned after the regular Army course of instruction.

To be eligible for the preliminary course, a student now enrolled in college must have completed one year of college work. If not now enrolled in college he must have two full years of college work. He must also pledge himself to complete the ground and flight course unless disqualified by the flight or ground contractor and must pledge himself for flight training in the nation's military service.

OCT 12 1940

NAACP Urges Application In Local Training Schools

Members of the N.A.A.C.P. throughout New York State were urged to launch a campaign immediately advising Negroes to make application for training in the eight industrial defense aircraft schools which will begin operation in the state December 1.

Announcement of the new setup was made Monday, September 30 by Governor Lehman, who said that $110,000 had been appropriated to finance the schools which will train 25,000 semi-skilled workers to meet the shortage of such workers in the aircraft industry in New York state.

Va. State Co-Ed Pilot Killed In Plane Crash

NOV 9 1940

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It is reported that a wing of the plane struck a tall tree after the plane had lost altitude too quickly. Witnesses claim that apparently the young pilot misjudged the altitude and did not see the tree until too late. and that she went into a nose dive at high speed.

The victim died from skull-fracture 10 minutes after the crash. She never regained consciousness.

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Miss Fraser was the daughter of Mr. and Mrs. Thaddeus Fraser of Charleston, S. C. She was a senior in college and a member of the Alpha Kappa Alpha sorority and the Player's Guild.

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OTHER PAPERS SAY

NOV 22 1940

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—From the Charleston Gazette

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The course is thorough. Students at West Virginia State get 72 hours of ground school work, including mechanics, history of aviation and rules and regulations. They must have 35 hours of experience in the air including 15 hours of dual control work, and solo 18 hours. If necessary to pass requirements they take 20 hours solo work. Those who qualify to do s. are sent for more extended instruction at large army aviation training fields in other parts of the country and then may graduate into the regular service of the army.

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NOV 16 1940

Journal & Guide

Norfolk, Va.

MISS THEODOSIA FRASER, young Virginia State College coed, who was killed last week when the plane in which she was flying on her second solo flight of the CAA civilian flight course she was taking at the college crashed at Hopewell airport. She is shown here getting instructions in how to wear a parachute from CAA instructor, Frank D. Martin.

NEGROES IN AVIATION

NOV 1 5 1940

The old theory that the Negro is not airminded is being thoroughly disproved at Charleston Municipal airport where Negro students of West Virginia State college are learning to fly as part of the national defense program. The national government is extending this opportunity to Negroes over the country and some fine aviators are being developed.

The course is thorough. Students at West Virginia State get 72 hours of ground school work, including mechanics, history of aviation and rules and regulations. They must have 35 hours' experience in the air including 15 hours of dual control work, and solo 18 hours. If necessary to pass requirements they take 20 hours solo work. Those who qualify to do so are sent for more extended instruction at large army aviation training fields in other parts of the country and then may graduate into the regular service of the army.

Of the first quota at West Virginia State 18 students soloed. Two of them were women who are said to have out-flown the men. New quotas are constantly being filled and by the end of the year it is thought several score will have completed the course.

Negro aviation units are being established over the country as part of the program of army expansion. The only restriction is the necessity for trained instructors who are being now developed by the war department assisted by the Civil Aeronautics board, using government equipment. The National Youth administration is training mechanics and other ground crew personnel.

—Charleston Gazette.

Let's Not Lose Faith In Flying

NOV 16 1940

IT is to be sincerely hoped that the untimely death of Miss Theodosia Fraser, young student in the CAA pilot training course at Virginia State College, will not serve to deter progress in civilian air training in our colleges or to unduly influence parents to discourage the pursuit of such a modern science.

In any consideration, by either parent or student, of the advisibility of pursuing aviation courses, there are a few things to be remembered. We list them here as guides in making a wise decision:

1. It must be remembered that the danger of air crashes by properly trained pilots has been reduced to a negligible margin of error by increased, and rapidly increasing, technological advancement in the science of flying.

2. It must be remembered that this is the first student casualty in any Negro college since the inauguration of pilot training courses under the CAA over a year ago.

3. It must be remembered that the mortality incidence of flying is much smaller than that of automobile driving and that, because some college students have been killed in car wrecks, few of the nations mothers and fathers have deemed it necessary to prohibit their sons and daughters from using the motor vehicle for transporation purposes, whether on business or pleasure.

4. It must be remembered that the race can keep pace with contemporary civilization only so far as the race prepares its youths to operate the advanced machines of that civilization.

EAGLE: A rickety seaplane took off from the waters of New York's Harlem River on Independence Day, 1924, on what was to be a nonstop flight to Liberia. Hubert Julian was the pilot. Seconds later the craft plunged into Flushing Bay. "Major" Julian, famous for metaphor and hyperbole—he liked to be called the "Black Eagle of Harlem," and his calling cards read "World's Greatest Parachute Jumper"—finally did reach Africa, but by ship. He became eventually the air force of Ethiopia. The six-foot-two Negro airman later left that country hurriedly after cracking up the royal plane.

DEC 15 1940

New York Sunday

The "Black Eagle" returned to the United States with a monocle, a pith helmet, a middle name of Fauntleroy. Last year he offered his services to Finland, but the war was over before he sailed. Last week he tried to join the R. A. F. He passed the physical test, but the flying test almost ended in a crack-up.

AVIATION-1940

WINS WINGS AT WEST VIRGINIA STATE

Dorothy Arline Layne of LeRoy, N.Y., recently won her wings at West Virginia State college, Institute, W.Va. A junior in business administration, Miss Layne received her private pilot's certificate following completion of unit 2 of the Civil Aeronautics Authority's program.—Photo by Holt.

Begin Training Air Pilots At Tuskegee

TUSKEGEE INSTITUTE, Ala.—Tuskegee institute began flight instruction for the training of civilian air pilots, under Civil Aeronautic Authority, Saturday, June 15. The program is in charge of G. L. Washington, director of mechanical industries. Instructors are members of the faculty of Alabama Polytechnic Institute, Auburn; and Tuskegee Institute. The Alabama Air Service, Montgomery, is the flight operator. The field work is being done at the air field in Tuskegee.

The colossal job of preparing 2130 students to start training on the June 15, has been accomplished in only 10 days and enables the Southeastern Area to cooperate one hundred percent with the President in his expressed desire to speed up the civilian pilot training program.

Students who completed the Tuskegee flight training program in May received nation-wide recognition for their excellent records. One made an average of 98. The average score for Tuskegee student was 88. The Tuskegee program will start with a tentative quota of 15.

standing and pass the necessary physical examination.

The present cost to the student is only $91 whereas such a course would ordinarily cost approximately $500. It should be noted also that the $91 covers registration, room and board for ten weeks and all incidental fees.

The course begins July 1 and ends September 7. The enrollment is limited to 30 students, and those desiring admission should apply at once to William M. Cooper, director of the summer school for necessary application blanks.

Air Course Is Offered At Hampton

HAMPTON INSTITUTE, Va.—Cooperating with the national government through the Civil Aeronautics Authority, Hampton Institute is offering courses in aviation during the summer of 1940, thus affording unusual opportunity for Negro youth to qualify as civilian pilots.

Briefly these courses will cover ten weeks of intensive instruction in the ground and flying operations of aviation, and individuals successfully completig the course will be awarded a civilian pilot's license. In order to be elgible the individual must have completed all freshman subjects in a college of recognized

West Virginia State College First To Be Approved For Air Pilots

INSTITUTE, W. Va.—On September 11, 1939, the West Virginia State college was approved by the Civil Aeronautics Authority as the first Negro college to operate a civilian pilot training program. Five other colleges of this type have since been granted similar programs.

A well-trained staff of experts was organized under Prof. James C. Evans, head of the college's trade and technical division, as director of the program.

The personnel of the ground school as conducted at the college included Major Howard F. Wehrle, consultant, Joseph W. Graider, J. M. Beckett and C. B. Conner, instructors.

Flight training given at Wertz Field is under the supervision of the Charleston U-Fly-It Service, Willard Casto, manager; Piper Cub trainers were used for the primary flight work. The trade and technical division is the center of training in model airplane construction and aviation mechanics.

Wertz Field, the municipal airport of the city of Charleston, adjoins the college campus. Since its establishment in 1930, there has been an active cooperation between the college and the airport authorities.

Students and staff members of the college were certified at this airport before the inauguration of the CAA program.

In the term now closing, 22 students of aeronautics have been taught to fly. Of this number, thirteen have received the private pilots certificate. Ground and flight examinations for the remainder will be concluded during this month.

Newly certificated private pilots are: Hector Strong, Memphis, Tenn.; Marshall Fields, Pittsburgh, Pa.; Vashon Eagleson, Bloomington, Ind.; Rose Agnes Rolls, Fairmont, W. V.; Edward Wilson, Chicago, Ill.; L. D. Davis, Dehue, W. Va.; Lloyd Hathcock, Dayton, Ohio,; Dorothy A. Layne, Le Roy, N. Y.; Andrew Hester, Denver, Colo.; Mac Ross, Dayton, Ohio,; Alfonso Dowell, Morgantown, W. V.; Charles Brown, Holden, W. Va.; Robert Lee Robinson, Wilcoe, W. Va.

The following are completing requirements for pilot certificates: Ambrose Rogers, Huntington, W. Va.; Ralph Jackson, Charleston, W. Va.; James Harper, Durham, N. C.; Charles Minor, Wheeling, W. Va.; James Caldwell, Beards Fork, W. Va.; George F. Danache, Port-au-Prince, Haiti, whose training was financed by the Haitian government, and William A. Robinson, Huntington, W. Va., a member of the college staff. Others taught to fly during the year include Leroy Harris, W. Palm Beach, Fla., and William Alexander, Cincinnati, O.

Two young ladies, Miss Rose Agnes Rolls and Miss Dorothy Layne, are the first of their race to receive such training under the C A A. Strong, Fields, and Eagleson were the first Negro trainees to complete the program, having concluded their ground and flight training on May 7 and 8.

The program completed by these students included the study of civil air regulations, theory of flight, instruments, radio, engines, parachutes, meteorology, and air navigation. At least thirty-five hours were spent in the air, over one-half of this being solo flying.

The second program of primary flight training will be offered at the college from June 15 to September 15. Airplanes, tuition, insurance, physical examination, textbooks, equipment, are provided free and living expenses may be obtained at the rate of $5 per week. United States citizens, from 18 to 25 years of age, who pass the required physical examinations, are eligible for enrollment in this program.

Beginning with the fall term in September, the primary program will be repeated and, in addition, an advanced aeronautical program for those trained in the initial programs will be offered.

Urge Support for Minton's Bill For Race Air School

Daily world 6/23/40 Atlanta, Ga.

WASHINGTON—(ANP) — Now in the hands of the committee on military affairs of the senate, Sherman Minton's bill for the construction of a national airport and aviation school in Indianapolis for training Negro citizens to become aviators in the U. S. Aviation corps and as aviators in the U.S. army and the government's subsidies, deserves the full support of all interested persons, say lobbyists who feel this is an opening wedge in the long fight for recognition.

The bill in full:

"Be it enacted by the senate and the house of representatives of the U. S. of America in congress assembled, that the secretary of war be, and he is hereby, authorized and directed to organize and establish a national airport and aviation school at Indianapolis, Marion county, Indiana, for the purpose of training Negro citizens to become aviators in the United

Believed Opening Wedge in Fight For Recognition

States army, navy, and other governmental departments pursuant to its regulations thereof; that the secretary of war is hereby authorized to direct and appoint instructors to supervise and instruct any and all Negro applicants who shall meet the standard requirements for admission into the U. S. Aviation corps, upon completion of the prescribed course or courses.

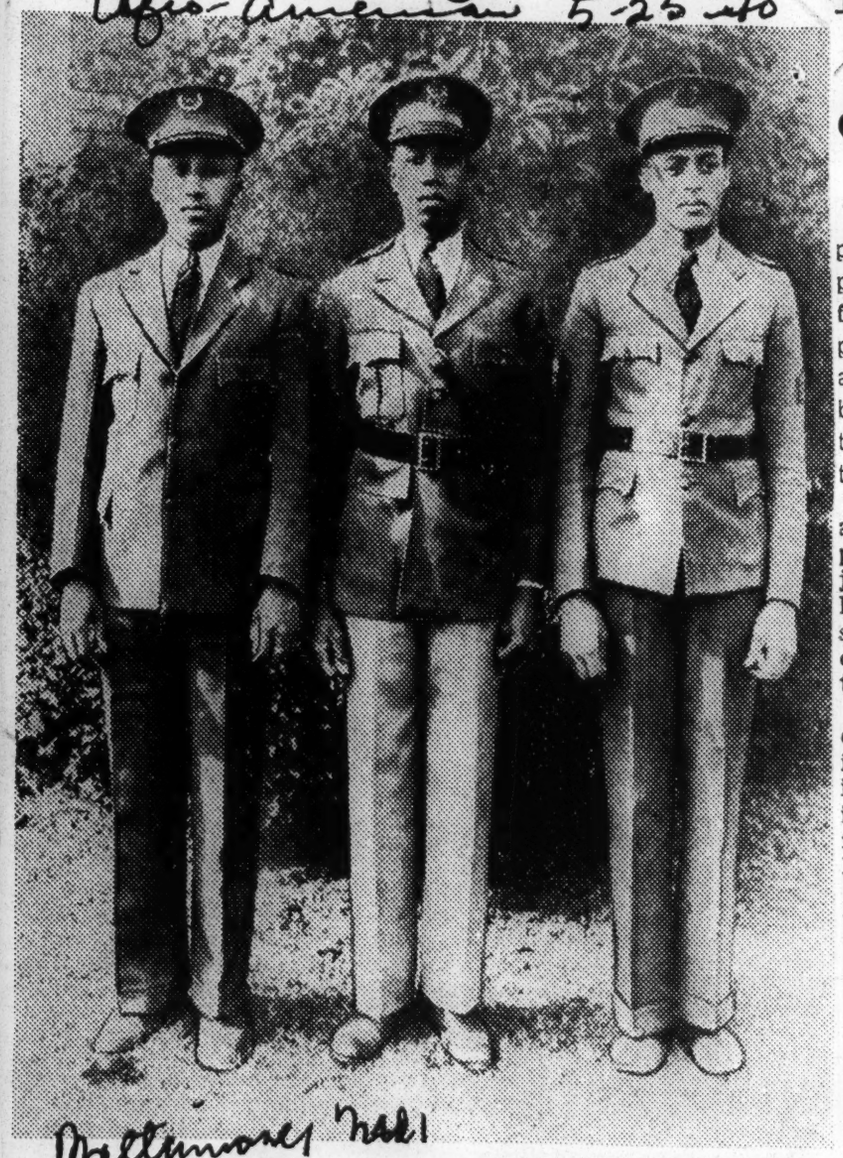
"That upon satisfactory completion of the required aviation course or courses under such government instructor or instructors, the said student shall be eligible for admission into the regular aviation corps and further than any said graduate aviator shall be duly admitted into the U. S. Aviation corps, with permit or license, whose duties shall be assigned by the secretary of war, as are now regulated in the U. S. regular and reserve forces of aviators; provided that their duties may be regular or reserve under regulations of the war department whether in peace or at war with an enemy nation or nations.

"That the treasurer of the U.S. of American is hereby authorized and directed to pay over to the secretary of war of the U. S. of America the sum of $200,000 for the purpose of organizing and establishing an airport and aviation school at Indianapolis, Marion County, Indiana, for training Negro aviators to become licensed and enlisted aviators in the Regular United States army, navy and its allied corps, that the secretary of war is hereby authorized to organize and establish such aviation school and to authorize said airport, pursuant to the rules and regulations now prevailing in such use."

Daily world 6/23/40 Atlanta, Ga.

AVIATION- 1940

Float Through the Air



Gerald Griffin, Roscoe Draper and Walter Lawson, pilot trainers at Hampton Institute.

Porters Do Important Jobs at N.J. Airport

By SARA NEELY

PHILADELPHIA—All airplane passengers to and from Philadelphia pass through the hands of four porters at the Camden Airport, for it is their duty to check all passengers, load and unload baggage, see that spectators obey the rules of the field and keep the airport clean.

When Leslie E. Hayward, chief airplane porter at the airport, reported there to work as a soda-jerker and waiter nine years ago, little did he think that within seven years he would become one of the most important cogs in the organization.

Because there is no way to correct a mistake after a plane is in the air, the porter's work is vitally important. All luggage is stowed by them in a compartment and this must be kept locked.

Mr. Hayward is responsible for the crew of porters and has three men working under his supervision.

Books Passages

Mr. Hayward, who is also allowed a commission for booking pasages on the Eastern Airline's planes, tells many stories about some of the interesting persons he has met.

He remembers the gracious personality of Mrs. Roosevelt and of her sons and smiles when he recalls that Man Mountain Dean was too large to enter the door of a plane and had to make his trip by train.

Mr. Hayward also tells about the largest man in the world, who has been much publicized recently, whose size made it necessary for the company to remove the seat in front of his so that he could travel in comfort.

When Count Ciano, Mussolini's son-in-law, was on a visit to this country, and took a plane at the Camden Airport, Mr. Hayward says he had to wear a gun to protect him.

Philadelphians Employed

The three men who work with Mr. Hayward, handling an average of from 200 to 250 passengers a day, are: Alfonso Boggs of 4857 Aspen Street, who has been on the job for two years; Joseph Robinson, of 4711 Parrish Street, and Russell Waters of 25 N. Frazier Street.

Although he has seen several minor catastrophes, Mr. Hayward says he believes that air travel is safe and is the cheapest method of first-class travel for distances over a thousand miles.

Wants to Learn to Fly

It is his ambition to fly so that he can instruct others. He has never piloted a plane but has had ground instruction.

Born in Maryland, Mr. Hayward was educated at Bowie State Normal and Industrial School. He came to Philadelphia seventeen years ago and lives at 761 N. Forty-fourth Street. He is married and has no children.

Jones' Parachute Mark Surpassed in U.S.S.R.

MOSCOW. (CNA) — The world record of 29,400 feet for a parachute jump, set in August, 1939 by Willie (Suicide) Jones, Negro American jumper, over Mitkham Field, Chicago has been surpassed by three officers of the Black Sea Red Navy fleet, it was reported here this week.

Maor Kharakhonov and Captains Romaniuk and Pachkoff were said to have made a group jump from a height of 9,600 meters (31,488 feet), using oxygen apparatus until they opened their parachutes, 800 meters (2,600 feet) from the ground.

Aviation To Have Place At Chicago Fair

CHICAGO — The field of aviation among colored flyers is expected to command a lot of attention at the American Negro Exposition. The Civil Aeronautics Authority is developing an exhibit which will show the participation of Negroes in the CAA program. The flying schools at the half dozen Negro universities as well as the non-college training unit at Harlem Airport in Chicago, will be pictured and shown with many other phases of the art of flying.

The National Airman's Association, composed of many of the foremost colored flyers and aviation enthusiasts, will furnish the personnel to man the CAA exhibit and is expected to hold its annual convention during the period of the Exposition from July 4 through September 2.

Opelika Ala News
June 15, 1940

Pilot Training At Tuskegee Started

Tuskegee, Ala. —(Special)— Dr. F. D. Patterson announced that Tuskegee Institute will start flight instruction for the training of civilian air pilots today.

The program will be in charge of G. L. Washington, director of mechanical industries. The groundwork instructors will include members of the A. P. I. and Tuskegee Institute faculties. The Alabama Air Service, Montgomery, will be flight operators. The field work will be done at the air field in Tuskegee.

Students who completed the Tuskegee Institute flight training program in May received nation-wide recognition for their excellent record. One made an average of 98. The average for Tuskegee was 88.

The Tuskegee program will start with a tentative quota of 15.

PRIVATE SCHOOLS 'APPROVED' BY GOVERNMENT ONLY AS TO COURSES, SAYS CAA OFFICIAL

Missouri Aviation Institute, Which Bars Negroes, Receives No Subsidy, Regional Manager Tells The Call

The Missouri Aviation Institute, which bars Negroes from its courses in airplane mechanics, receives no money from the government, The Call learned Tuesday in an interview with Leonard W. Jurden, regional manager of the Civil Aeronautics Authority.

In his office on the ninth floor of the City Hall, Mr. Jurden explained that when the Missouri Aviation Institute and other private schools advertise that they are "government approved schools" they mean simply that the government approves their courses of instructions, their regulations as to number of flying hours, etc.

The Missouri Aviation Institute, located at the Kansas City Municipal Airport, advertised in the daily press last week for students, specifying that "if you are a white American citizen and between the ages of 18 and 40 you are eligible for this training."

The Call last week protested this un-American advertisement and said that if the government furnished any money at all to the Missouri Aviation Institute that support should be withdrawn.

The Missouri Aviation Institute advertised that its "training is approved in all respects by the United States Civil Aeronautics Authority." Mr. Jurden said however, that the government had no control over the schools except in the standardization and specification of courses.

Mr. Jurden is regional manager of the fifth Civil Aeronautics region embracing the seven states of Missouri, Iowa, Kansas, Nebraska, South Dakota, California and Wyoming.

As an excuse for refusing to admit Negroes, the Missouri Aviation School said that it was under contract to supply mechanics to a plane manufacturing company in California which will hire only white workers.

Asked whether the manufacturing company received any federal money, Mr. Jurden said that the company was a private industry and received nothing from the government.

The company has sold numerous planes to the navy, he said, the sale being made through the routine process of bidding.

H. U. Student Pilot Lands Damaged Ship in Safety

WASHINGTON — Vernon Bailey of New York, Howard University graduate student and a member of the CAA pilot training class, made a safe landing at Hybla Valley Airport, despite a damaged landing gear.

Seconds after the plane lurched upo ntouching the ground, Bailey "gave it the gun," circled the field while Instructor C. Alfred Anderson summoned emergency equipment, and then, as his gas ran low, brought the ship down on one wheel and the tail skid.

Sole damage to the plane was a tear in the fabric of the right wing.

Pensacola, Fla. News
June 15, 1940

2,130 PILOTS TO TRAIN IN SOUTH

ATLANTA, June 15.—(AP)—Training of 2,130 civilian airplane pilots is to start today in 62 southern schools and colleges, the civil aeronautics authority announced today.

The special 90-day summer course officials said, is planned on a basis of instruction 12 hours a day, six days a week. The pilots are to be drawn from region 2, including North and South Carolina, Florida, Georgia, Tennessee, Alabama, Mississippi and Eastern Louisiana.

Participating institutions include:

Alabama—Alabama Polytechnic institute, Auburn; Birmingham Southern college and Howard college, Birmingham; Spring Hill college, Spring Hill; State Teachers' college, Florence; State Teachers' college, Jacksonville; Tuskegee institute, Tuskegee; and the University of Alabama, Tuscaloosa.

Florida—Florida Southern college, Lakeland; Palm Beach Junior college, West Palm Beach; Rollins college, Winter Park; St. Petersburg Junior college, St. Petersburg; University of Florida, Gainesville; University of Miami, Coral Gables; University of Tampa, Tampa; Stetson university, DeLand; Ringling Junior college, Sarasota.

Julian Now Captain In Finnish Air Force

NEW YORK—(AN P)—Col. Hubert Fauntleroy Julian, Black Eagle of Harlem, returned to New York last week a captain in the Finnish Air Force although he offered his services to the Finnish government 13 days after the armistice.

Disembarking from the Mathilda Thorden in a navy blue uniform, with three gold bars on his sleeve and gold wings and lions on his shoulders, Capt. Julian was a brilliant sight.

Showing his commission from Baron Mannerheim to Finnish fellow-passengers who doubted his rank, the erstwhile Ethiopian Air Minister informed the press that nothing would make him part with his uniform.

He said his mission to the United States was to get ten American ambulance planes for Finland.

Wilberforce to Get Air School For Fall Term

WILBERFORCE, Ohio—(ANP)—Dr. D. Ormonde Walker, president of Wilberforce University, announced recently that arrangements were completed with the Civil Aeronautics Authority for the training of pilots at the Ohio institution in September.

Wilberforce has been training students in aviation ground work since the spring quarter of the 1939-40 scholastic year.

Colorful Col. Julian Returns To Harlem From Finnish War

NEW YORK CITY—Col. Hubert Julian, Harlem aviator and world adventurer, returned last week from one of his frequent European trips—this time to Finland.

Resplendent in the uniform of a Finnish general, which he claims he received as a gift from the Finnish commander-in-chief, Field Marshall Mannerheim, Col. Julian modestly admitted that he was in the thick of the fighting against the Russian invaders of his Scandinavian host country.

There was a report that Finnish passengers on the ship which brought him to America had tried to strip him of his uniform, but the colonel declares that this must have been Russian propaganda.

Anderson Wins Promotion as Flight Instructor

WASHINGTON.

Not only did Howard University qualify for private licenses, nine of its class of ten aviation students, this spring, but Flight Instructor C. Alfred Anderson won promotion after one year's employment by the Civil Aeronautics Authority as well.

Alfred Anderson

Anderson has been ordered to report to Tuskegee Institute not later than July 15, to take over the duties of flight instructor at the Alabama school. Tuskegee, in addition to having its own flying field has bought a new Waco trainer plane.

This will enable the school to have two training ships available, as the U.S. Army has loaned Tuskegee one of its recently-purchased Waco trainers.

Pay to be $300 a Month

The Waco trainer is a heavier ship than that used during the first of the training under the CAA. It has a 250-horsepower engine and sells for a little over $3,000.

In going to Tuskegee, Anderson will receive a salary of $300 per month and will handle the advanced courses.

Examinations in ground and flight work were given on July 2, by inspectors of the CAA. The authority requires that 70 per cent of class membership must pass these tests in order for the aviation course to be continued the next year.

To Double Class

Ninety per cent of the Howard class was successful and Prof. Addison Richmond, head of the department of engineering, was immediately notified that the 1941 class would be doubled.

Prof. Richmond told the AFRO that 20 students would be admitted to the course next year. He also indicated that applications from young women would also be considered for admission to the 1941 class.

9 Get Licenses

The nine students who received their private pilot licenses were Elmer D. Jones, Andrew D. Turner, Vernon M. Bailey, Robert W. Briggs, Joseph W. Dixon, George W. Miner, John S. Perry, Sponn Watson and Yancey Williams.

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AVIATION - 1940

ATTENDED FIRST ANNUAL AIR CONFERENCE

Here are some of the pilot who attended the first annual ai conference sponsored by the National Airmen's Associatio in Chicago last August, indicating the wide-spread and growing interest in aviation.

Left to right, back row: Abram D. Jackson, Erie, Pa.; Dr. A. Porter Davis, Kansas City, Kas.; George Allen, Latrobe, Pa.; Ernest Gayden, Kansas City, Kas.; Eddie Washington, Blytheville, Ark.; Dale L. White, Chicago. Front row: Harold Hurd, Chicago; Mrs Abram D. Jackson, Erie, Pa.; Perry H. Young, Oberlin, O.; Wall Brown, Chicago; Dr. C. D. Walden Flint, Mich.; Marie St. Clair, Chicago; Joseph Grider, West Virginia State. Kneeling in front Enoch P. Waters, Jr.

STUDENT PILOT

W. FRANK BROWER

Hampton Institute senior has passed the first test for admission in the civilian pilot's training course recently authorized at Hampton by the C. A. A. He is a member of the Institute's Aviation Club and expects to be in the first graduating class of student pilots.

Brower has recently been appointed campus representative of a nationally known chewing gum company and becomes another of the many campus leaders over the country who are converting spare time into profitable employment.

Consider Million for Tuskegee Air Field

NOV 16 1940

WASHINGTON, D. C. (ANP) —Appropriation of a million dollars for the construction of an air field at Tuskegee for the year round training of aviators is said to be receiving consideration by the committee empowered to act in the matter of disposing of the funds to construct 250 such fields throughout the United States.

First suggested as part of the vast plan under consideration in the development of aviation in the United States, the suggestion is said to have caught the fancy of the four top-notch aviation officials, and they are favorably inclined toward the idea.

Airport Campaign Group To Hear Tuskegee President

NOV 16 1940

CHICAGO. — (ANP)—As the local Tuskegee Institute Airport campaign committees prepare to go into the final drive for funds with which to develop an airport Tuskegee, Dr. F. D. Patterson, president of the institute will arrive in Chicago on Armistice day, November 11, for a special address that night to the campaign forces at Loop College, it was announced this week by Daniel J. Faulkner, secretary.

Faulkner also announced that the general chairman, Brig. Gen. Spencer C. Dickerson, has revamped the committee members so they are analogous to our defense forces by establishing four branches of service with a commander of each. The Army-Corps is commanded by Captain Richard L. Jones; Aircorps, by Col. John C. Robinson; Marine-Corps, Walter R. Abernathy and Arthur W. Sewell, is admiral of the Navy.

Among others holding important positions are: Claude A. Barnett, vice chairman; Robert R. Taylor, treasurer; Drs. M. O. Bousfield and Roscoe C. Giles, chairman and vice chairman respectively of the biggift committee; John H. Sengstacke, publicity chairman and Col. Lewis E. Johnson, coordinator.

CHICAGO'S HARLEM AIRPORT GROWS MORE POPULAR AS AVIATION INTEREST INCREASES AND MORE PILOTS ARE LICENSED

In Chicago where the government plans to inaugurate an extensive military and civilian flying program, interest in flying is already at a high peak. Extreme right: Only three of the gentlemen pictured in the back row and two in the front row are spectators. The rest of them are pilots at Harlem airport. Right center: Four of the Girls' Flight Club members are at ease in aviation toggery which is essential for aeronautical activity. Center: Miss Willa B. Brown of Chicago, who recently obtained her solo flight credentials, and has since become a limited commercial pilot. Left center: Miss Lola Jones and Miss Brown (in cockpit), receive congratulations from Cornelius Coffey, president of the Chicago unit of the NAA, upon obtaining their solo pilot's licenses. Extreme left: The Chicago Girls Flight Club is the only organization of its kind in the United States. Here are the members in front of Grover Nash's Davis monoplane at Harlem airport, left to right: Lola Jones, Doris Murphy, Janet Waterford and Delores Renfroe. Willa B. Brown is seated in the cockpit.

Wilberforce to Get Air School

Louisiana Weekly — 7-6-40

Wilberforce, July 2.—(ANP).—Dr. J. Ormonde Walker, president of Wilberforce University, announced Monday that arrangements were completed with the Civil Aeronautics Authority for the training of pilots at the Ohio institution. The work will begin with the opening of the fall term of the university in September.

Fifteen students will be assigned and will be trained in connection with students of Wittenberg College, Springfield, O., and the University of Dayton, Ohio. Wilberforce has been training students in aviation ground work since the spring quarter of the 1939-40 scholastic year.

CAA Pilot Pulls Corrigan Stunt

Journal & Guide — 5-25-40 — Norfolk, Va.

By ALBERT W. JEFFERSON

INSTITUTE, W. Va.—After five members of the two CAA units at West Virginia State college had successfully made their triangular cross-country solos, Lloyd Scott Hathcock pulled a Corrigan and got off his course somewhere between Gallipolis, Ohio, and Institute, W. Va., on Tuesday, May 14, and finally landed up out of gas in a cow pasture in Smithville, a small town in Ritchie county about 28 miles southeast of Parkersburg, W. Va.

Hathcock was on the third leg of his trianglar flight from Institute to Huntington, W. Va., to Gallapolis back to Institute when he lost his bearings.

Smithville is in almost exactly opposite direction of Institute from the place where Hathcock estimated that he was when he left his course.

Fortunately Ralph Cox, in whose field Hathcock landed, was in a genial mood that evening. After furnishing "Wrong way" Scott with an excellent supper, he invited him to stay with him for the night.

THREE GRADUATE

The next morning Kenneth McClements, one of the CAA instructors, and Edward Wilson, CAA student pilot, flew up from Institute to guide Hathcock back home safely.

The five CAA pilots who made their cross-country solos uneventfully were Ambrose Rogers, Mac Ross, Marshall Fields, Hector Strong, and Vashon Eagleson.

Of these five, Vashon Eagleson, Hector Strong, and Marshall Fields have passed both their ground school and their flight tests for their private pilot licenses and have now graduated from the CAA course.

GRIDER PASSES TEST

Joseph W. Grider, president of the local branch of the National Airmen's Association of America and member of the music department here, passed his test for the private pilot's license on the same day, May 8.

Only three out of the 15 CAA student pilots who took the ground school tests failed, giving West Virginia State one of the best records.

ONE GIRL PASSES, ONE FAILS

Marshall Fields, Edward L. Wilson, Ralph F. Jackson, Rose Agnes Rolls, Andrew Hester, Mac Ross, George Donache, Hector C. Strong, Alphonso Dowell, Charles Brown, Robert Robinson, and Vashon Eagleson passed the ground school tests. James E. Caldwell, Dorothy Layne, and L. D. Davis failed.

West Virginia State is fortunate in that it has the best facilities for its pilot training program of any college working under the CAA. Wertz field is only a quarter of a mile west of the college campus.

Hampton Pilots Enroll in Advanced Course

Afro-American — 8-3-40 — Baltimore, Md.

HAMPTON, Va. — Roscoe D. Draper and Philip F. Lee, Hampton Institute students, who completed the preliminary CAA pilot training course there and received private pilot licenses this spring, reported at Tuskegee Institute, Monday of last week, to enroll in the advanced aviation course.

On the basis of their rating among the twenty students who took the Hampton course, they were awarded Government scholarships for the two-month advanced training, which will include fifty hours of flight work in planes of 225 horse power or more, and three hours of ground work daily.

May Reach Kelly Field

Satisfactory completion of the course will prepare them for admission to a nine-month training period at Kelly Field, or some army air school, as flying cadets, provided steps have been taken to eliminate racial barriers.

Draper, who is 21, is the son of Mr. and Mrs. Edgar P. Draper of Haverford, Pa. He has completed his junior year at Hampton, specializing in sheet metal work and is a lieutenant in the cadet regiment.

Lee, 22, and the son of Mr. and Mrs. Philip T. Lee of Gloucester County, Va., was graduated from the institute trade course in printing this spring. He was a member of the band and also held the rank of lieutenant.

Tuskegeean In Flying Competition

Journal & Guide — 8-3-40 — Norfolk Va.

Scholarships To Be Awarded The Winners

TUSKEGEE INSTITUTE, Ala.—Charles Foxx, Tuskegee graduate, participated in the Shell intercollegiate scholarships and awards competition which was held at the Birmingham Municipal Airport, Birmingham, Ala., July 29.

Students taking part in the government pilot training program at 435 schools, colleges and universities as well as non-college youths receiving CAA flight training in over 70 communities throughout the country competed for the Shell awards.

HIGH RANKING

Selected to participate in the $15,000 Shell fund are those who have passed the CAA test for a private's pilot's license and have been recommended to the national board of judges. It was from these candidates that the national board later selected seven outstanding students from each of the seven regions.

CHARLES FOXX

The board's selection of Mr. Foxx was based on an audit of the student's grades made in CAA flight and ground tests.

The highest ranking student in each region will be selected for participation in national competition which will be held in Washington, D. C., on a date to be announced later. 8-3-40

Young Foxx was graduated from Tuskegee Institute in May with an excellent record in the civilian pilot aviation training program. In the final examination given by the CAA inspector, he made a grade of 96 in civil air regulations and 98 in meteorology and navigation. His final average course in history, civil air regulations, air navigation, meteorology, parachutes, aircraft and theology of flight, engines, instrument, and radio was 94.

FLIES TO BIRMINGHAM

Foxx, who has been a member of the institute quintet, which is filling a number of engagements in the North, when informed by G. L. Washington, director, of his selection for participation in the competition, made arrangements to fly from New London, Conn., to Birmingham to engage in the awards competition.

3 Howard Air Students to Take Advanced Course

WASHINGTON, D. C., Aug. 1—On Wednesday, July 17, 1940, the director of the Civilian Pilot Training Program at Howard University received information from Mr. Grove Webster, chief of the Private Flying Development Division, Civil Aeronautics Authority, that three of the students who finished the ground and flying courses were eligible for the Advanced Aviation Course this summer.

The three men are, Elmer D. Jones, Jr., a student in the Department of Electrical Engineering a Howard, a Second Lieutenant in the Officers' Reserve Corps and holder of a license as an amateur radio operator since 1934; Yancey Williams, a student in the Department of Mechanical Engineering at Howard, and John S. Perry, Jr., a student in the College of Liberal Arts.

Tuskegee Student Flyer Wins CAA Pilots Test

WASHINGTON—J. A. Fox, student flyer at Tuskegee Institute, has been selected as one of the 10 students to take advantage of the air training class now being advanced by the Civil Aeronautics Authority.

Fox recently came out winner over a field of more than 10,000 air-minded students who participated in the Institute of Aeronautical Science's nationwide contest, 1,000 of whom were southerners.

On the successful completion of the work Fox will be the first member of the race to graduate as a secondary instructor approved by the CAA.

A new $7,500 plane, 220 horse power, identical with those used in primary training of the U. S. Air Corps Cadets at Alabama College, Chicago Aeronautical School, Glenview, Ill.; and seven other air training centers in the United States has arrived for use in the course pursued by Mr. Fox and nine other specially selected white student pilots.

OTHER PAPERS SAY—

(Chicago Tribune, August 8, 1940)

NEGRO PILOTS

At a recent hearing of the house appropriations committee, Representative Ludlow of Indiana called attention to a recent act of congress requiring that facilities be made available for the training of Negro airplane pilots for the army. Asked by Mr. Ludlow what had been done to carry out his mandate, Gen. Marshall, chief of staff, replied that "there is no such thing as colored aviation at this time." He suggested that the start should be made by the Civil Aeronautics authority.

It is to be hoped that Mr. Ludlow will see to it that the intention of congress is not defeated by burocratic buck-passing. This is said not only in protest against discrimination but also in recognition of the very large contribution to national defense which may be expected of Negro pilots.

The first requisites of a military flyer is quick nervous responses. He should have a superior sense of balance, excellent muscular coordination, a good sensory apparatus, a sound body. In short, the qualities which make a good athlete are required of a flyer. Of course he should have physical and moral courage as well. In all of these qualifications Negroes have given ample demonstration of their fitness. A race which has produced, in the span of a few years, Joe Louis, Henry Armstrong, Jesse Owens, Jefferson of Northwestern, Ozzie Simmons of Iowa, a substantial number of Golden Gloves champions, and a score of other absolutely top-notch athletes, provides a rich resource which ought not to be lost to the country through prejudice. In the face of this roster of world champions the physical fitness and courage of their race cannot be questioned by any reasonable man.

The record suggests that the country would lose less by refusing to train Harvard, Yale, and Princeton men for the flying corps than by refusing to train Negroes.

NEGRO CAA AVIATOR CONTEST WINNER; 10,000 WHITE COMPETE

Corroborative and irrefutable evidence of the verve and flare of Negro youth for aviation, the sumum bonum of modern blitzkrieg's was revealed this week by the United States Civil Aeronautics Authority, whose authenticity is no less questioned.

Grove Webster, chief of Private Flying and Training for the Civil Aeronautics Authority has just learned that one of his Negro pilots out of a field of 10,000 aviators mostly caucasians in the seven CAA regions of the seven winners.

J. A. Fox, the colored aviator and student flyer at Tuskegee Institute was first in the 2nd CAA district comprising the deep South. The sons of proud Nordic Dixies were again pushed into second best by this Negro fledgling, who has just successfully completed his first course as an air pilot during the past year in the CAA Aeronautical school.

Fox never smashed through the color before in Alabama nor none of his kind, but up in Nature's sky, his mind, body, and soul attune no doubt to the infinite, felt and found no limitations of race.

In a field of more than a thousand southerners making up the contestants entered in the Institute of Aeronautical Science Nationwide Contest he came out the winner over all comers.

Mr. Fox has just been selected as one of the ten students by the CAA, according to Mr. Webster, to take advance air training in the class now under way.

On the successful completion of the work he will become the first colored student to graduate as a secondary instructor approved by the Civil Aeronautics Authority.

Student Flier Lands Plane After Motor Fails At Tusksgee

TUSKEGEE INSTITUTE, Ala.—Wendell E. Gaillard, who is enrolled in the Student Pilot Course at Tuskegee Institute, was telling friends here of his first real air thrill, last week.

While soloing here last week at an altitude of 4,000 feet, Gaillard said, his motor failed as he was practicing tailspins. He said, he experienced a peculiar sensation gliding along at such a high altitude at 50 miles an hour with a silent motor, but he landed his plane safely at the airport within a few minutes after the motor had ceased to function. He said when he observed that his motor had failed he dove a thousand feet and when he found that the motor was still silent, decided would be best to land the plane by gliding. He won the commendation of his instructor for his calmness and efficient handling of the plane under such unusual circumstances.

Gaillard is a graduate of Tuskegee Institute with a Bachelor of Science degree in Business Administration. He is taking the commercial pilot course under the Civil Aeronautic Authority.